# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

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# TIME TABLE

FOR THE

# NGELES DIVISION

See Supplement to Los Angeles Division timetable No. 176 filed with San Joaquin Division timetables.

# 176

To Take Effect Saturday, March 30, 1940, at 12:01 A. M.

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PACIFIC STANDARD TIME (120th MERIDIAN)

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For the government and information of employes only.

L. B. McDONALD,
*General Manager.*

W. B. KIRKLAND,
*Superintendent of Transportation.*

C. F. DONNATIN,
*Assistant General Manager.*

D. J. RUSSELL,
*Superintendent.*

G. C. BAKER,
*Assistant Superintendent of Transportation.*

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

# TIME TABLE

FOR THE

# LOS ANGELES DIVISION

# 176

To Take Effect Saturday, March 30, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
*General Manager.*

W. B. KIRKLAND,
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*Assistant General Manager.*

D. J. RUSSELL,
*Superintendent.*

G. C. BAKER,
*Assistant Superintendent of Transportation.*

# VENTURA SUBDIVISION

## EASTWARD

Time Table No. 176

March 30, 1940

Rules 86 and 93. Between Santa Barbara and Burbank Jct., Second and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stop No. 72, Simi (M.P. 433.5).

Additional flag stops to receive or discharge passengers:

No. 70 Camarillo, Moorpark—Receive revenue to Los Angeles or beyond.

No. 2 Ventura, Oxnard—Discharge from or beyond Salinas.

No. 26 Burbank—Discharge from Fresno or beyond.

No. 72 Miramar (M. P. 374.6), Receive to Yuma or beyond. Los Angeles Yard—Discharge D.H. trainmen and enginemen.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

| Capacity of Sidings in Car Lengths | SECOND CLASS | | | | FIRST CLASS | | | | | | | | | | | Distance from San Francisco | STATIONS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 814 | 810 | 816 | 812 | 96 | 72 | 52 | 98 | 60 | 76 | 26 | 374 | 2 | 70 | 56 | | | |
| | Freight | Freight | Freight | Freight | Noon Daylight | Passenger | San Joaquin | Morning Daylight | West Coast | Lark | Owl | C. M. E. | Sunset Limited | Coaster | Tehachapi | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sun. & Mon. | Leave Daily | Leave Daily | Leave Daily | | | |
| BKPWOT Yard | | | | 11.25 PM | 7.18 PM | 5.45 PM | | 3.27 PM | | 6.13 AM | | 5.30 AM | 5.20 AM | 5.00 AM | | 370.7 | TO-R SANTA BARBARA<br>1.2 | D.T. |
| | | | | **11.30** | 7.22 | 5.50 | | 3.31 | | 6.18 | | 5.35 | 5.25 | 5.05 | | 371.9 | EAST SANTA BARBARA<br>5.4 | |
| 89 P | | | | 11.42 | 7.30 | 5.58 | | 3.39 | | 6.26 | | 5.43 | 5.33 | 5.13 | | 377.3 | ORTEGA<br>3.9 | |
| 42 P | | | | 11.50 | 7.35 | f 6.04 | | 3.44 | | 6.31 | | 5.48 | 5.38 | 5.18 | | 381.2 | TO CARPINTERIA<br>2.2 | |
| 44 P | | | | 11.54 | | 6.08 | | | | 6.34 | | 5.51 | 5.41 | 5.21 | | 383.4 | WAVE<br>2.3 | |
| 42 P | | | | 11.59 PM | 7.41 | 6.12 | | 3.50 | | 6.38 | | 5.55 | 5.45 | 5.25 | | 385.7 | PUNTA<br>2.9 | |
| 110 P | | | | 12.06 AM | 7.45 | 6.16 | | 3.54 | | 6.42 | | 5.59 | 5.49 | 5.29 | | 388.6 | SEACLIFF<br>4.3 | |
| 31 P | | | | 12.15 | 7.50 | 6.22 | | 3.59 | | 6.48 | | 6.04 | 5.54 | 5.34 | | 392.9 | DULAH<br>4.4 | |
| P | | | | | | | | | | | | | | | | 397.3 | VENTURA JCT.<br>0.9 | |
| Yard 131 PW | | | | 12.25 | 7.57 | s 6.33 | | 4.06 | | 6.57 | | 6.12 | 6.02 | s 5.42 | | 398.2 | TO VENTURA<br>5.0 | |
| 45 PY | | | | 12.33 | | f 6.39 | | | | 7.03 | | 6.18 | 6.08 | 5.48 | | 403.2 | MONTALVO<br>4.6 | |
| BKOWP 82 Yard | | | | 12.43 | 8.09 | s 6.50 | | 4.17 | | 7.09 | | 6.24 | 6.14 | s 5.54 | | 407.8 | TO OXNARD<br>4.3 | |
| 71 P | | | | 12.53 | 8.14 | 6.56 | | 4.21 | | 7.15 | | 6.30 | 6.20 | 6.00 | | 412.1 | LEESDALE<br>4.5 | |
| 84 P | | | | 1.02 | 8.18 | s 7.03 | | 4.25 | | 7.21 | | 6.36 | 6.26 | 6.06 | | 416.6 | TO CAMARILLO<br>3.2 | |
| 44 P | | | | 1.10 | 8.22 | f 7.08 | | 4.28 | | 7.26 | | 6.40 | 6.30 | 6.10 | | 419.8 | SOMIS<br>3.1 | |
| 69 P | | | | 1.20 | 8.25 | 7.13 | | 4.31 | | 7.31 | | 6.44 | 6.34 | 6.14 | | 422.9 | LAGOL<br>4.2 | |
| 110 PW | | | | 1.35 | **8.30** | f 7.20 | | 4.35 | | 7.37 | | 6.50 | 6.40 | 6.20 | | 427.1 | TO MOORPARK<br>5.1 | |
| 74 P | | | | 1.50 | 8.35 | 7.28 | | 4.40 | | 7.45 | | 6.58 | 6.49 | 6.29 | | 432.2 | STRATHEARN<br>5.3 | |
| 108 P | | | | 2.04 | 8.40 | f 7.36 | | 4.45 | | 7.54 | | 7.06 | 6.58 | 6.38 | | 437.5 | SANTA SUSANA<br>3.5 | A. B. S. |
| 77 P | | | | 2.18 | 8.44 | f 7.43 | | 4.49 | | 8.01 | | 7.12 | 7.05 | 6.45 | | 441.0 | HASSON<br>4.5 | |
| 91 PWY | | | | 2.33 | **8.51** | **7.56** | | 4.56 | | **8.09** | | 7.20 | 7.14 | 6.54 | | 445.5 | TO CHATSWORTH<br>4.4 | |
| E 59 W 57 P | | | | 2.41 | **8.55** | f 8.05 | | 5.00 | | 8.14 | | 7.25 | 7.20 | 7.00 | | 449.9 | TO NORTHRIDGE<br>4.2 | |
| E 44 W 47 W | | | | 2.49 | 9.00 | 8.10 | | 5.05 | | 8.18 | | 7.30 | 7.25 | 7.05 | | 454.1 | RAYMER<br>0.9 | |
| I | | | | | | | | | | | | | | | | 455.0 | RAYMER TOWER<br>Crossing P. E. Ry.<br>3.4 | |
| 105 P | | | | 2.57 | 9.05 | 8.16 | | 5.10 | | 8.23 | | 7.35 | 7.30 | 7.10 | | 458.4 | HEWITT<br>4.3 | |
| 52 PI | 10.17 PM | 10.30 AM | 4.38 AM | 3.05 | 9.10 | **8.22** | 7.04 PM | 5.15 | 8.40 AM | 8.28 | 7.59 AM | 7.40 | 7.35 | 7.15 | 5.54 AM | 462.7<br>471.6 | TO BURBANK JCT.<br>0.5 | D.T. |
| PWY | | | | | | f 8.23 | | | | | | | | | f 5.56 | 472.1 | BURBANK<br>5.0 | |
| P | | | | | s 9.22 | s 8.37 | s 7.15 | s 5.27 | s 8.52 | s 8.39 | s 8.12 | 7.52 | s 7.47 | s 7.27 | s 6.07 | 477.1 | GLENDALE<br>0.2 | |
| I | | | | | | | | | | | | | | | | 477.3 | GLENDALE TOWER<br>Crossing P. E. Ry.<br>1.2 | |
| | | | | | | | | | | | | | | | | 478.5 | ARROYO JCT.<br>1.2 | |
| Yard BKTWOP | 10.45 PM | 11.00 AM | 5.05 AM | 3.30 AM | | | | | | | | 8.00 AM | | | f | 479.7 | TO-R LOS ANGELES YD<br>1.0 | |
| I | | | | | 9.29 | 8.48 | 7.23 | 5.34 | 9.03 | 8.48 | 8.23 | | 7.58 | 7.38 | 6.16 | 480.7 | DAYTON AVE. TOWER<br>0.8 | |
| Interlocking | | | | | | | | | | | | | | | Runs via River Station Tower See Page 7 | 481.5 | GLENDALE JCT.<br>0.4 | |
| | | | | | 9.33 | 8.53 | 7.28 | 5.38 | 9.08 | 8.53 | 8.28 | | 8.03 | 7.43 | | 481.9 | EAST BANK JCT.<br>0.15 | |
| | | | | | | | | | | | | | | | | 482.05 | CROSSING U. P. Ry<br>0.08 | |
| | | | | | | | | | | | | | | | | 482.13 | CROSSING A. T. & S. F. Ry.<br>0.05 | |
| I | | | | | 9.35 | 8.55 | 7.30 | 5.40 | 9.10 | 8.55 | 8.30 | | 8.05 | 7.45 | 6.35 | 482.18 | MISSION TOWER<br>0.62 | |
| Yard BKYWPI | | | | | s 9.40 PM | s 9.00 PM | s 7.35 PM | s 5.45 PM | s 9.15 AM | s 9.00 AM | s 8.35 AM | | s 8.10 AM | s 7.50 AM | s 6.50 AM | 482.8 | TO-R LOS ANGELES LAUPT | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. & Mon. | Arrive Daily | Arrive Daily | Arrive Daily | | (103.2) | |
| | (0.28)<br>17.37 | (0.30)<br>16.20 | (0.27)<br>18.00 | (4.05)<br>24.57 | (2.22)<br>43.61 | (3.15)<br>31.75 | (0.31)<br>21.63 | (2.18)<br>44.86 | (0.35)<br>19.20 | (2.47)<br>37.07 | (0.36)<br>18.66 | (2.30)<br>40.04 | (2.50)<br>36.42 | (2.50)<br>36.42 | (0.56)<br>12.10 | | ..............Time over District<br>........Average Speed per Hour | |

# VENTURA SUBDIVISION

## WESTWARD

Time Table No. 176

March 30, 1940

|  |  | Distance from Los Angeles | FIRST CLASS |  |  |  |  |  |  |  |  |  |  | THIRD CLASS |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | 71 | 99 | 51 | 97 | 25 | 69 | 59 | 373 | 1 | 55 | 75 | 811 | 813 | 815 |
|  |  |  | Passenger | Morning Daylight | San Joaquin | Noon Daylight | Owl | Coaster | West Coast | C. M. W. | Sunset Limited | Tehachapi | Lark | Freight | Freight | Freight |
| STATIONS |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sat. & Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| TO-R SANTA BARBARA<br>1.2 | A. B. S.<br>D.T. | 103.2 | s 10.20 AM | s 10.28 AM |  | s 2.13 PM |  | s 9.55 PM |  | s 10.25 PM | s 10.40 PM |  | s 11.35 PM |  |  |  |
| EASTSANTABARBARA<br>5.4 |  | 102.0 | 10.15 | 10.24 |  | 2.09 |  | 9.50 |  | 10.21 | 10.36 |  | **11.30** |  |  |  |
| ORTEGA<br>3.9 |  | 96.6 | 10.03 | 10.16 |  | 2.01 |  | 9.42 |  | 10.13 | 10.28 |  | 11.22 |  |  |  |
| TO CARPINTERIA<br>2.2 |  | 92.7 | s 9.58 | 10.11 |  | 1.56 |  | 9.37 |  | 10.08 | 10.23 |  | 11.17 |  |  |  |
| WAVE<br>2.3 |  | 90.5 | 9.50 |  |  |  |  | 9.34 |  |  |  |  |  |  |  |  |
| PUNTA<br>2.9 |  | 88.2 | 9.46 | 10.05 |  | 1.50 |  | 9.30 |  | 10.02 | 10.17 |  | 11.11 |  |  |  |
| SEACLIFF<br>4.3 |  | 85.3 | 9.42 | 10.01 |  | 1.46 |  | 9.26 |  | 9.58 | 10.13 |  | 11.07 |  |  |  |
| DULAH<br>4.4 |  | 81.0 | 9.36 | 9.56 |  | 1.41 |  | 9.20 |  | 9.53 | 10.08 |  | 11.02 |  |  |  |
| VENTURA JCT.<br>0.9 |  | 76.6 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TO VENTURA<br>5.0 |  | 75.7 | s 9.26 | 9.49 |  | 1.34 |  | s 9.12 |  | 9.45 | 10.00 |  | 10.54 |  |  |  |
| MONTALVO<br>4.6 |  | 70.7 | f 9.13 |  |  |  |  | 9.03 |  |  | 9.54 |  | 10.48 |  |  |  |
| TO OXNARD<br>4.3 |  | 66.1 | s 9.07 | 9.38 |  | 1.22 |  | s 8.57 |  | 9.33 | 9.48 |  | 10.42 |  |  |  |
| LEESDALE<br>4.5 |  | 61.8 | 8.55 | 9.34 |  | 1.18 |  | 8.48 |  |  | 9.43 |  | 10.37 |  |  |  |
| TO CAMARILLO<br>3.2 |  | 57.3 | f 8.49 | 9.30 |  | 1.14 |  | 8.43 |  | 9.24 | 9.38 |  | 10.32 |  |  |  |
| SOMIS<br>3.1 |  | 54.1 | f 8.43 | 9.27 |  | 1.11 |  | 8.39 |  |  | 9.34 |  | 10.28 |  |  |  |
| LAGOL<br>4.2 |  | 51.0 | 8.39 | 9.24 |  | 1.08 |  | 8.35 |  |  | 9.30 |  | 10.24 |  |  |  |
| TO MOORPARK<br>5.1 |  | 46.8 | f 8.34 | 9.20 |  | 1.04 |  | **8.30** |  | 9.13 | 9.25 |  | 10.19 |  |  |  |
| STRATHEARN<br>5.3 |  | 41.7 | 8.28 | 9.15 |  | 12.59 |  | 8.18 |  |  | 9.19 |  | 10.13 |  |  |  |
| SANTA SUSANA<br>3.5 |  | 36.4 | f 8.22 | 9.10 |  | 12.54 |  | 8.10 |  | 9.02 | 9.13 |  | 10.06 |  |  |  |
| HASSON<br>4.5 |  | 32.9 | f 8.17 | 9.06 |  | 12.50 |  | 8.05 |  |  | 9.08 |  | 10.01 |  |  |  |
| TO CHATSWORTH<br>4.4 |  | 28.4 | f **8.09** | 8.59 |  | 12.43 |  | **7.56** |  | **8.51** | 9.01 |  | 9.53 |  |  |  |
| TO NORTHRIDGE<br>4.2 |  | 24.0 | f 8.00 | 8.55 |  | 12.39 |  | 7.50 |  | 8.38 | **8.55** |  | 9.48 |  |  |  |
| RAYMER<br>0.9 |  | 19.8 | 7.54 | 8.51 |  | 12.35 |  | 7.44 |  | 8.33 | 8.45 |  | 9.43 |  |  |  |
| RAYMER TOWER Crossing P. E. Ry.<br>3.4 |  | 18.9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| HEWITT<br>4.3 |  | 15.5 | 7.49 | 8.47 |  | 12.31 |  | 7.39 |  | 8.28 | 8.40 |  | 9.38 |  |  |  |
| TO BURBANK JCT.<br>0.5 | D.T. | 11.2 | 7.44 | 8.43 | 9.09 AM | 12.26 | 6.33 PM | 7.34 | 8.16 PM | **8.22** | 8.34 | 9.15 PM | 9.33 | 12.35 AM | 9.20 AM | 5.25 PM |
| BURBANK<br>5.0 |  | 10.7 | f |  |  |  |  |  |  |  |  | f 9.14 |  |  |  |  |
| GLENDALE<br>0.2 |  | 5.7 | s 7.34 | s 8.35 | s 9.01 | s 12.18 | s 6.24 | s 7.25 | s 8.08 | 8.14 | s 8.24 | s 9.04 | s 9.24 |  |  |  |
| GLENDALE TOWER Crossing P. E. Ry.<br>1.2 |  | 5.5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ARROYO JCT.<br>1.2 |  | 4.3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| TO-R LOS ANGELES YD.<br>1.0 |  | 3.1 |  |  |  |  |  |  |  | 8.05 PM |  | f |  | 12.10 AM | 9.00 AM | 5.00 PM |
| DAYTON AVE. TOWER<br>0.8 |  | 2.1 | 7.21 | 8.25 | 8.51 | 12.10 | 6.11 | 7.11 | 7.56 |  | 8.11 | 8.36 | 9.11 |  |  |  |
| GLENDALE JCT.<br>0.4 |  | 1.3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| EAST BANK JCT.<br>0.15 |  | 0.9 | 7.16 | 8.21 | 8.46 | 12.06 | 6.06 | 7.06 | 7.51 |  | 8.06 | 8.31 | 9.06 |  |  |  |
| CROSSING U. P. RY.<br>0.08 |  | 0.75 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CROSSING A. T. & S. F. RY.<br>0.05 |  | 0.67 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MISSION TOWER<br>0.62 |  | 0.62 | 7.14 | 8.19 | 8.44 | 12.04 PM | 6.04 | 7.04 | 7.49 |  | 8.04 | 8.29 | 9.04 |  |  |  |
| TO-R LOS ANGELES LAUPT |  | 0.0 | 7.10 AM | 8.15 AM | 8.40 AM | 12. NOON | 6.00 PM | 7.00 PM | 7.45 PM |  | 8.00 PM | 8.25 PM | 9.00 PM |  |  |  |
| (103.2) |  |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sat. & Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District..............<br>Average Speed per Hour.......... |  |  | (3.10)<br>32.58 | (2.13)<br>46.55 | (0.29)<br>23.17 | (2.13)<br>46.55 | (0.33)<br>20.36 | (2.55)<br>35.38 | (0.31)<br>21.63 | (2.20)<br>42.90 | (2.40)<br>38.70 | (0.50)<br>13.44 | (2.35)<br>39.94 | (0.25)<br>19.44 | (0.20)<br>24.30 | (0.25)<br>19.44 |

RULES 86 and 93. Between Santa Barbara and Burbank Jct., Second class and inferior class trains, extra trains and engines must clear the time of Nos. 96, 97, 98 and 99 not less than ten minutes.

Freight trains must be clear of main track and insulated joints at meeting and passing points for trains 96, 97, 98 and 99.

Schedule time and train orders at Burbank Jct. apply at end of double track.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

Rules and regulations of Los Angeles Union Passenger Terminal must be observed between terminal limits and end of tracks at Los Angeles.

Revenue passenger trains must stop at Glendale.

Additional flag stops—No. 71, Simi (M.P. 433.5) Summerland (M.P. 376.2), Miramar (M.P. 374.6).

Additional flag stops to receive or discharge passengers:

No. 71 Los Angeles Yard, receive DH trainmen and enginemen.

No. 25 Burbank, receive to Mojave or beyond.

No. 1 Oxnard, Ventura, receive to Watsonville Jct. or beyond.

No. 75 Ventura, receive to Salinas or beyond.

Nos. 99 and 97 must stop at Glendale with pilot beam of engine at west end of platform to receive passengers.

No. 25 will reduce speed at Burbank to receive mail.

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of intermediate stations and spurs, page 10.

# POMONA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | | | Distance from San Francisco | Time Table No. 176<br>March 30, 1940 | | Distance from Colton | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | | | | | FIRST CLASS | | | | | | | | | | FIRST CLASS | | | | |
| | 830<br>Freight | 828<br>Freight | 826<br>Freight | 824<br>Freight | 822<br>Freight | 368<br>The Imperial | 6<br>Argonaut | 4<br>Golden State Limited | 44<br>Californian | 370<br>A. O. N. | 2<br>Sunset Limited | | | | | 367<br>The Imperial | 43<br>Californian | 5<br>Argonaut | 1<br>Sunset Limited | 3<br>Golden State Limited |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sat. & Sun. | Leave Daily | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKTWOP | 10.00 PM | 9.40 PM | 2.50 PM | 7.30 AM | 1.30 AM | | | | | | | 479.7 | TO-R LOS ANGELES YARD<br>1.0 | | 58.6 | | | | | |
| I | | | | | | | | | | | | 480.7 | DAYTON AVE. TOWER<br>0.8 | | 57.6 | | | | | |
| | | | | | | | | | | | | 481.5 | GLENDALE JCT.<br>0.4 | | 56.8 | | | | | |
| | | | | | | | | | | | | 481.9 | EAST BANK JUNCTION<br>0.2 | | 56.4 | | | | | |
| | | | | | | | | | | | | 482.1 | TAYLOR JUNCTION | | 56.2 | | | | | |
| Yard BKYWPI | | | | | | 9.30 PM | 8.15 PM | 8.10 PM | 8.00 PM | | 9.45 AM | 481.9 | LAUPT<br>TO-R LOS ANGELES<br>0.62 | D.T. | 57.1 | s 5.15 AM | s 7.05 AM | s 7.30 AM | s 4.30 PM | s 7.25 PM |
| I | | | | | | 9.34 | 8.19 | 8.14 | 8.04 | 7.50 PM | 9.49 | 482.52 | MISSION TOWER<br>0.05 | | 56.48 | 5.09 | 6.59 | 7.21 | 4.24 | 7.19 |
| | | | | | | | | | | | | 482.57 | CROSSING A. T. & S. F. RY.<br>0.08 | | 56.43 | | | | | |
| | | | | | | | | | | | | 482.65 | CROSSING U. P. RY.<br>0.15 | | 56.35 | | | | | |
| | | | | | | 9.35 | 8.20 | 8.15 | 8.05 | 7.51 | 9.50 | 482.8 | TAYLOR JUNCTION<br>4.9 | | 56.2 | 5.08 | 6.58 | 7.20 | 4.23 | 7.18 |
| 67 IP | 10.30 | 10.10 | 3.20 | 8.00 | 2.00 | s 9.53 | s 8.38 | s 8.33 | s 8.23 | 8.06 | s 10.08 | 487.7 | TO ALHAMBRA<br>2.9 | | 51.3 | s 4.52 | s 6.42 | s 7.05 | s 4.07 | s 7.01 |
| 88 P | 10.36 | 10.16 | 3.26 | 8.06 | 2.06 | 9.58 | 8.43 | 8.38 | 8.28 | | 10.13 | 490.6 | SAN GABRIEL<br>4.0 | | 48.4 | f 4.39 | 6.33 | 6.58 | 3.57 | 6.52 |
| 75 P | 10.44 | 10.24 | 3.34 | 8.14 | 2.14 | f 10.05 | 8.48 | 8.43 | 8.33 | 8.15 | 10.18 | 494.6 | EL MONTE<br>0.4 | | 44.4 | f 4.29 | 6.28 | 6.52 | 3.52 | 6.47 |
| I | | | | | | | | | | | | 495.0 | EL MONTE TOWER<br>Crossing P. E. Ry.<br>2.3 | | 44.0 | | | | | |
| 90 PW | 10.49 | 10.29 | **3.47** | 8.19 | 2.19 | f 10.11 | 8.52 | 8.47 | 8.37 | | 10.22 | 497.3 | TO BASSETT<br>3.4 | | 41.7 | f 4.23 | 6.23 | 6.47 | **3.47** | 6.43 |
| 81 P | 10.55 | 10.35 | 3.53 | 8.25 | 2.25 | f 10.18 | 8.56 | 8.51 | 8.41 | 8.22 | 10.26 | 500.7 | TO PUENTE<br>2.8 | | 38.3 | f 4.17 | 6.18 | 6.42 | 3.42 | 6.38 |
| 70 P | 11.03 | 10.42 | 4.01 | 8.33 | 2.33 | 10.24 | 8.59 | 8.54 | 8.44 | 8.25 | 10.29 | 503.5 | MARNE<br>3.3 | | 35.5 | 4.11 | 6.14 | 6.38 | 3.38 | 6.34 |
| 86 P | 11.12 | 10.50 | 4.10 | 8.42 | 2.42 | f 10.31 | 9.03 | 8.58 | 8.48 | 8.29 | 10.33 | 506.8 | WALNUT<br>3.9 | | 32.2 | f 4.06 | 6.10 | 6.34 | 3.34 | 6.30 |
| 72 P | 11.23 | 11.01 | 4.21 | 8.53 | 2.52 | f 10.39 | 9.09 | 9.04 | 8.54 | 8.34 | 10.38 | 510.7 | SPADRA<br>3.6 | | 28.3 | f 3.59 | 6.05 | 6.28 | 3.29 | 6.25 |
| Yard KWTP 243 | 11.40 | 11.15 | 4.38 | 9.10 | 3.08 | s 10.52 | 9.18 | 9.13 | 9.02 | 8.40 | 10.45 | 514.3 | TO POMONA<br>0.1 | A.B.S. | 24.7 | s 3.51 | 6.00 | f 6.21 | 3.24 | 6.20 |
| | | | | | | | | | | | | 514.4 | CROSSING P. E. RY.<br>3.4 | | 24.6 | | | | | |
| 72 P | 11.51 PM | 11.23 | 4.49 | 9.21 | 3.19 | 10.59 | 9.24 | 9.19 | 9.08 | 8.44 | 10.51 | 517.8 | NAROD<br>2.4 | | 21.2 | f 3.41 | 5.53 | 6.14 | 3.17 | 6.13 |
| Yard 125 P | 12.02 AM | 11.28 | 5.00 | 9.32 | **3.34** | s 11.10 | 9.31 | 9.25 | 9.12 | 8.48 | 10.56 | 520.2 | TO ONTARIO<br>3.6 | | 18.8 | f **3.34** | 5.48 | f 6.09 | 3.12 | 6.08 |
| 69 PW | 12.10 | 11.35 | 5.08 | 9.40 | 3.42 | f 11.20 | 9.37 | 9.30 | 9.17 | 8.53 | 11.01 | 523.8 | GUASTI<br>3.7 | | 15.2 | f 3.25 | 5.42 | 6.03 | 3.06 | 6.02 |
| 80 P | 12.19 | 11.42 | 5.17 | 9.49 | 3.51 | f 11.28 | 9.42 | 9.35 | 9.22 | 8.57 | 11.05 | 527.5 | ETIWA<br>2.2 | | 11.5 | f 3.17 | 5.37 | 5.57 | 3.01 | 5.56 |
| 90 PY | 12.24 | 11.46 | 5.22 | 9.54 | 3.57 | f 11.33 | 9.45 | 9.38 | 9.25 | 9.00 | 11.08 | 529.7 | TO SOUTH FONTANA<br>2.4 | | 9.3 | f 3.14 | 5.34 | 5.54 | 2.58 | 5.53 |
| 70 P | 12.34 | 11.51 | 5.32 | 10.04 | 4.07 | | | | | | | 532.1 | AILSA<br>2.5 | | 6.9 | | | | | |
| PI | | | | | | | | | | | | 534.6 | BLOOMINGTON TOWER<br>Crossing P. E. Ry.<br>0.1 | | 4.4 | | | | | |
| 75 P | 12.43 | 11.56 PM | **5.47** | 10.13 | 4.16 | f 11.43 | 9.52 | 9.44 | 9.31 | 9.05 | 11.14 | 534.7 | TO BLOOMINGTON<br>4.0 | | 4.3 | f 3.05 | 5.28 | 5.48 | 2.52 | **5.47** |
| I | | | | | | | | | | | | 538.7 | COLTON TOWER<br>Crossing A. T & S. F Ry.<br>0.0 | | 0.3 | | | | | |
| | | | | | | | | | | | | 538.7 | CROSSING U. P. RY.<br>0.3 | | 0.3 | | | | | |
| Yard BKYWOTP | 1.00 AM | 12.10 AM | 6.00 PM | 10.30 AM | 4.30 AM | s 11.55 PM | s 10.01 PM | s 9.53 PM | s 9.40 PM | 9.13 PM | s 11.23 AM | 539.0 | TO-R COLTON | | 0.0 | 2.55 AM | 5.18 AM | 5.38 AM | 2.43 PM | 5.38 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sat. & Sun. | Arrive Daily | | (58.6) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (3.00)<br>19.76 | (2.30)<br>23.40 | (3.10)<br>18.50 | (3.00)<br>19.76 | (3.00)<br>19.76 | (2.25)<br>23.62 | (1.46)<br>32.32 | (1.43)<br>33.26 | (1.40)<br>34.26 | (1.23)<br>40.82 | (1.38)<br>34.96 | | ............Time over District............<br>.........Average Speed per Hour ..... | | | (2.20)<br>24.47 | (1.47)<br>32.01 | (1.52)<br>30.59 | (1.47)<br>32.01 | (1.47)<br>32.01 |

No. 3 passing Ontario station reduce speed sufficiently to permit throwing U. S. Mail in mail car.
Rules and regulations of Los Angeles Union Passenger Terminal must be observed between Terminal limits and end of tracks at Los Angeles.
Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.
Schedule time and train orders at Alhambra apply at end of double track for eastward trains only.
Capacity of main track in car lengths of 46 feet between interlocking derail and west clearance point El Monte 66 Bloomington 64 cars.
See table on Page 5 for additional flag stops.
List of Intermediate Spurs page 10.
When necessary to stop at signal bridge No. 3, East Bank Line, eastward freight trains will stop west of Main Street Crossing.

# BEAUMONT SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | | | | | | | | | Distance from San Francisco | | Time Table No. 176 | Distance from Indio | WESTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | | FIRST CLASS | | | | | | | | March 30, 1940 | | FIRST CLASS | | | | |
| | 836 | 834 | 832 | 6 | 4 | 44 | 370 | 2 | 368 | | | | | 43 | 5 | 1 | 3 | 367 |
| | Freight | Freight | Freight | Argonaut | Golden State Limited | Californian | A. O. N. | Sunset Limited | The Imperial | | | | | Californian | Argonaut | Sunset Limited | Golden State Limited | The Imperial |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sat. & Sun. | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWOPT | 10.30 PM | 8.00 AM | 1.10 AM | 10.06 PM | 9.58 PM | 9.45 PM | 9.13 PM | 11.28 AM | 12.05 AM | 539.0 | A. B. S. | TO-R COLTON | 71.9 | s 5.13 AM | s 5.33 AM | s 2.38 PM | s 5.33 PM | s 2.39 AM |
| | | | | | | | | | | | | 0.0 | | | | | | |
| | | | | | | | | | | 539.0 | | CROSSING P. E. RY. | 71.9 | | | | | |
| | | | | | | | | | | | | 3.6 | | | | | | |
| 77 P | 10.45 | 8.15 | 1.25 | 10.12 | 10.04 | 9.51 | 9.19 | 11.34 | f 12.11 | 542.6 | | LOMA LINDA | 68.3 | f 5.07 | 5.27 | 2.32 | 5.27 | f 2.31 |
| | | | | | | | | | | | | 1.9 | | | | | | |
| 70 P | 10.50 | 8.20 | 1.30 | 10.15 | 10.07 | 9.54 | 9.22 | 11.37 | f 12.15 | 544.5 | | TO BRYN MAWR | 66.4 | 5.03 | 5.23 | 2.29 | 5.24 | f 2.26 |
| | | | | | | | | | | | | 1.8 | | | | | | |
| 67 P | 10.55 | 8.25 | 1.35 | 10.18 | 10.10 | 9.57 | 9.25 | 11.40 | f 12.20 | 546.3 | | REDLANDS | 64.6 | f 4.59 | 5.19 | 2.26 | 5.21 | f 2.21 |
| | | | | | | | | | | | | 2.8 | | | | | | |
| E 86<br>W 79 P | 11.05 | 8.35 | 1.45 | 10.25 | 10.17 | 10.04 | 9.30 | 11.47 | f 12.28 | 549.1 | | ORDWAY | 61.8 | 4.53 | 5.13 | 2.20 | 5.15 | f 2.12 |
| | | | | | | | | | | | | 3.6 | | | | | | |
| 125 PW | 11.20 | 8.50 | **2.04** | 10.33 | 10.25 | 10.12 | 9.36 | 11.55 | f 12.37 | 552.7 | | EL CASCO | 58.2 | 4.47 | 5.07 | 2.14 | 5.09 | f **2.04** |
| | | | | | | | | | | | | 2.7 | | | | | | |
| 75 P | 11.28 | 8.58 | 2.12 | 10.37 | 10.29 | 10.16 | 9.41 | 11.59 AM | 12.42 | 555.4 | | HAIG | 55.5 | 4.42 | 5.02 | 2.09 | 5.04 | 1.58 |
| | | | | | | | | | | | | 1.8 | | | | | | |
| 70 P | 11.35 | 9.05 | 2.19 | 10.41 | 10.33 | 10.20 | 9.45 | 12.03 PM | f 12.47 | 557.2 | | HINDA | 53.7 | 4.38 | 4.58 | 2.06 | 5.01 | f 1.53 |
| | | | | | | | | | | | | 2.5 | | | | | | |
| 72 P | 11.42 PM | 9.12 | 2.26 | 10.46 | 10.38 | 10.25 | 9.49 | 12.08 | 12.53 | 559.7 | | NICKLIN | 51.2 | 4.34 | 4.53 | 2.02 | 4.57 | 1.47 |
| | | | | | | | | | | | | 2.3 | | | | | | |
| Yard WYOP 166 | 12.01 AM | 9.30 | 2.44 | f 10.53 | 10.45 | 10.32 | 9.54 | s 12.15 | s 1.05 | 562.0 | | TO BEAUMONT | 48.9 | f 4.29 | 4.48 | 1.57 | 4.52 | s 1.41 |
| | | | | | | | | | | | | 3.5 | | | | | | |
| 80 P | 12.11 | 9.41 | 2.54 | 10.59 | 10.51 | 10.38 | 10.00 | 12.20 | 1.10 | 565.5 | | PERSHING | 45.4 | 4.21 | 4.39 | 1.49 | 4.44 | 1.28 |
| | | | | | | | | | | | | 2.7 | | | | | | |
| 118 P | 12.20 | 9.50 | 3.03 | f 11.03 | 10.55 | 10.42 | 10.05 | s 12.26 | s **1.20** | 568.2 | | TO BANNING | 42.7 | f 4.15 | 4.33 | 1.43 | 4.38 | s **1.20** |
| | | | | | | | | | | | | 3.3 | | | | | | |
| 70 P | 12.30 | 10.00 | 3.13 | 11.08 | 11.00 | 10.47 | 10.11 | 12.31 | 1.25 | 571.5 | | OWL | 39.4 | 4.07 | 4.25 | 1.35 | 4.30 | 1.00 |
| | | | | | | | | | | | | 2.6 | | | | | | |
| 114 PW | **12.53** | 10.19 | 3.31 | 11.12 | 11.04 | 10.51 | 10.16 | 12.35 | f 1.31 | 574.1 | | TO CABAZON | 36.8 | 4.00 | 4.17 | 1.28 | 4.22 | f **12.53** |
| | | | | | | | | | | | | 2.1 | | | | | | |
| 75 P | 1.00 | 10.26 | 3.38 | 11.16 | 11.08 | 10.55 | 10.20 | 12.39 | 1.36 | 576.2 | | MONS | 34.7 | 3.54 | 4.10 | 1.21 | 4.16 | 12.45 |
| | | | | | | | | | | | | 2.4 | | | | | | |
| 68 P | 1.08 | 10.34 | **3.48**<br>**4.03** | 11.20 | 11.12 | 10.59 | 10.25 | 12.43 | 1.41 | 578.6 | | FINGAL | 32.3 | **3.48** | **4.03** | 1.14 | 4.09 | 12.37 |
| | | | | | | | | | | | | 4.0 | | | | | | |
| E 68<br>W 68 PW | 1.21 | 10.47 | 4.16 | 11.26 | 11.18 | f 11.05 | 10.32 | f 12.50 | f 1.53 | 582.6 | | TO PALM SPRINGS | 28.3 | f 3.39 | 3.56 | 1.07 | s 4.02 | f 12.27 |
| | | | | | | | | | | | | 2.8 | | | | | | |
| 70 P | 1.30 | 10.56 | 4.25 | 11.31 | 11.23 | 11.10 | 10.37 | **12.58** | f 1.59 | 585.4 | | HUGO | 25.5 | 3.30 | 3.47 | **12.58** | 3.52 | f 12.18 |
| | | | | | | | | | | | | 2.7 | | | | | | |
| E 70<br>W 71 PYW | 1.49 | 11.15 | 4.44 | 11.36 | 11.28 | 11.15 | 10.42 | 1.03 | s 2.07 | 588.1 | | TO GARNET | 22.8 | 3.22 | 3.40 | 12.50 | 3.45 | s 12.11 |
| | | | | | | | | | | | | 3.5 | | | | | | |
| 70 P | **2.12** | 11.24 | 4.53 | 11.41 | 11.33 | 11.20 | 10.46 | 1.08 | **2.12** | 591.6 | | SALVIA | 19.3 | 3.13 | 3.31 | 12.41 | 3.37 | 12.01 AM |
| | | | | | | | | | | | | 3.5 | | | | | | |
| 70 P | 2.22 | 11.33 | 5.02 | 11.46 | 11.38 | 11.25 | 10.50 | 1.13 | 2.17 | 595.1 | | RIMLON | 15.8 | 3.08 | 3.26 | 12.36 | 3.32 | 11.56 PM |
| | | | | | | | | | | | | 3.9 | | | | | | |
| 69 P | 2.34 | 11.46 | 5.15 | **11.51** | 11.43 | 11.30 | 10.55 | 1.18 | f 2.23 | 599.0 | | EDOM | 11.9 | 3.03 | 3.21 | 12.31 | 3.27 | f **11.51** |
| | | | | | | | | | | | | 2.5 | | | | | | |
| 70 P | 2.39 | 11.51 AM | 5.20 | 11.54 | **11.46** | 11.33 | 10.58 | 1.21 | f 2.27 | 601.5 | | DRY CAMP | 9.4 | 2.58 | 3.16 | 12.27 | 3.23 | f **11.46** |
| | | | | | | | | | | | | 5.0 | | | | | | |
| 70 P | **2.52** | 12.01 PM | 5.30 | 11.59 PM | 11.51 | **11.38** | 11.03 | 1.26 | f 2.32 | 606.5 | | MYOMA | 4.4 | **2.52** | 3.10 | 12.22 | 3.18 | f **11.38** |
| | | | | | | | | | | | | 4.4 | | | | | | |
| Yard BKWYOP | **3.03** AM | 12.10 PM | 5.40 AM | s 12.07 AM | s 11.59 PM | s 11.46 PM | s 11.11 PM | s 1.34 PM | s 2.40 AM | 610.9 | | TO-R INDIO | 0.0 | 2.45 AM | **3.03** AM | 12.15 PM | 3.11 PM | 11.25 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sat. & Sun. | Arrive Daily | Arrive Daily | | | (71.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.33)<br>15.80 | (4.10)<br>17.26 | (4.30)<br>15.97 | (2.01)<br>35.65 | (2.01)<br>35.65 | (2.01)<br>35.65 | (1.58)<br>36.55 | (2.06)<br>34.24 | (2.35)<br>27.83 | | | ........Time over District........<br>.....Average Speed per Hour..... | | (2.28)<br>29.14 | (2.30)<br>28.76 | (2.23)<br>30.17 | (2.22)<br>30.38 | (3.14)<br>22.23 |

Nos. 3, 5 and 4 passing Beaumont Station and Nos. 1 and 2 passing Palm Springs Station, reduce speed sufficiently to permit throwing U. S. Mail in Mail car.

List of Intermediate Spurs page 10.

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or Beyond) | From (or Beyond) | Frequency |
|---|---|---|---|---|---|
| 5 | Any Station | Discharge | | Yuma | Daily |
| 43 | Any Station | Discharge Revenue | | Phoenix | Daily |
| 1 | Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona | Receive, Discharge, Revenue | Alhambra | Yuma | Daily |
| 1 | Ontario, Pomona | Discharge Revenue | | Imperial Valley Points | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 3 | Any Station | Discharge | | El Paso | Daily |
| 3 | Redlands, Ontario, Pomona | Receive | Santa Barbara, Bakersfield | | Daily |
| 3 | Redlands | Discharge | | Yuma | Daily |
| 2 | Pomona, Ontario | Receive<br>Discharge Revenue | Niland | Burbank | Daily |
| 2 | Loma Linda, Redlands | Receive<br>Discharge Revenue | Niland | Alhambra | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |
| 4 | Redlands | Receive Baggage for passengers on No. 44 | | | Daily |
| 4 | Palm Springs | Discharge | | Alhambra | Daily |
| 44 | Pomona, Ontario | Discharge Revenue | | Burbank | Daily |
| 44 | Redlands | Discharge | | Alhambra | Daily |

# SALTON SUBDIVISION

| Capacity of Sidings in car lengths | EASTWARD | | | | | | | | | | | | | | | WESTWARD | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | FIRST CLASS | | | | | | | | Distance from San Francisco | | | Time Table No. 176<br>March 30, 1940 | Distance from Yuma | FIRST CLASS | | | | | | SECOND CLASS |
| | 824 | 822 | 44 | 370 | 2 | 358 | 368 | 6 | 4 | 362 | | | | | | 5 | 1 | 3 | 363 | 367 | 43 | 357 |
| | Freight | Freight | Californian | A. O. N. | Sunset Limited | Mixed | The Imperial | Argonaut | Golden State Limited | San Diego Passenger | | | | | | Argonaut | Sunset Limited | Golden State Limited | San Diego Passenger | The Imperial | Californian | Mixed |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sat. & Sun. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWOP | 2.40PM | 6.10AM | 11.51PM | 11.22PM | 1.39PM | | **2.58AM** | 12.12AM | 12.04AM | | 610.9 | A. B. S. | TO-R | INDIO | 121.8 | s **2.58AM** | s 12.10PM | s 3.06PM | | s 11.00PM | s 2.40AM | |
| 92 P | **2.59** | 6.22 | 11.58PM | 11.28 | f 1.45 | | s 3.10 | 12.19 | 12.11 | | 614.4 | | TO | 3.5<br>COACHELLA | 118.3 | 2.51 | 12.03PM | **2.59** | | s 10.51 | 2.33 | |
| 58 P | 3.06 | 6.29 | 12.02AM | 11.32 | f 1.49 | | s 3.20 | 12.23 | 12.15 | | 618.0 | | TO | 3.6<br>THERMAL | 114.7 | 2.46 | 11.58AM | 2.55 | | s 10.37 | 2.29 | |
| 149 PW | 3.17 | 6.40 | 12.08 | 11.39 | f 1.55 | | s 3.40 | 12.29 | 12.21 | | 624.1 | | TO | 6.1<br>MECCA | 108.6 | 2.39 | 11.50 | 2.49 | | s 10.24 | 2.23 | |
| 70 P | 3.26 | 6.49 | 12.13 | 11.44 | 2.00 | | f 3.48 | 12.34 | 12.26 | | 628.8 | | | 4.7<br>CALEB | 103.9 | 2.34 | 11.44 | 2.44 | | f 10.12 | 2.18 | |
| 70 P | 3.34 | 6.57 | 12.18 | 11.49 | 2.05 | | f 3.56 | 12.39 | 12.31 | | 633.3 | | | 4.5<br>MORTMAR | 99.4 | 2.29 | 11.39 | 2.39 | | f 10.06 | 2.13 | |
| 109 P | 3.41 | 7.05 | 12.23 | 11.54 | 2.10 | | f 4.04 | 12.44 | 12.36 | | 637.8 | | | 4.5<br>SALTON | 94.9 | 2.24 | 11.33 | 2.34 | | f 10.00 | 2.08 | |
| 70 P | 3.51 | 7.15 | 12.28 | 11.59PM | 2.15 | | f 4.12 | 12.49 | 12.41 | | 642.1 | | | 4.3<br>DURMID | 90.6 | 2.19 | 11.28 | 2.30 | | f 9.54 | 2.04 | |
| 110 P | 4.01 | 7.25 | 12.33 | 12.04AM | **2.25** | | f 4.20 | 12.54 | 12.46 | | 646.8 | | | 4.7<br>BERTRAM | 85.9 | 2.14 | 11.23 | **2.25** | | f 9.48 | 1.59 | |
| 107 P | 4.08 | 7.32 | 12.38 | 12.09 | 2.30 | | f 4.27 | 12.59 | 12.51 | | 651.1 | | | 4.3<br>POPE | 81.6 | 2.09 | 11.18 | 2.19 | | f 9.41 | 1.55 | |
| 70 P | 4.15 | 7.39 | 12.43 | 12.14 | 2.35 | | f 4.34 | 1.04 | 12.56 | | 655.6 | | | 4.5<br>FRINK | 77.1 | 2.04 | 11.13 | 2.14 | | f 9.34 | 1.50 | |
| 111 P | 4.22 | 7.46 | 12.48 | 12.19 | 2.40 | | f 4.42 | 1.09 | 1.01 | | 660.1 | | | 4.5<br>WISTER | 72.6 | 1.59 | 11.08 | 2.09 | | f 9.28 | 1.45 | |
| 71 P | 4.28 | 7.52 | 12.52 | 12.23 | 2.44 | | f 4.49 | 1.13 | 1.05 | | 663.5 | | | 3.4<br>MUNDO | 69.2 | 1.54 | 11.04 | 2.05 | | f 9.22 | 1.41 | |
| Yard 159 BKYWOP | 4.38 | 8.08 | 12.58 | 12.36 | s 2.55 | | s 5.00AM | 1.21 | s 1.12 | | 667.5 | | TO-R | 4.0<br>NILAND | 65.2 | 1.49 | f 10.59 | f 2.01 | | 9.15PM | 1.36 | |
| 69 P | 4.44 | 8.16 | 1.03 | 12.41 | 3.00 | | | **1.30** | 1.18 | | 671.7 | | | 4.2<br>FLOWING WELL | 61.0 | 1.40 | 10.49 | 1.51 | | | **1.30** | |
| 119 P | 5.02 | 8.35 | 1.07 | 12.44 | 3.05 | | | **1.35** | **1.23** | | 674.4 | | | 2.7<br>IRIS | 58.3 | **1.35** | 10.46 | 1.48 | | | **1.23** | |
| 70 P | 5.11 | 8.45 | **1.12** | 12.49 | 3.11 | | | 1.41 | **1.31** | | 678.5 | | | 4.1<br>TORTUGA | 54.2 | **1.31** | 10.41 | 1.43 | | | **1.12** | |
| 108 PW | 5.31 | 9.06 | **1.25** | **1.00** | 3.18 | | | 1.47 | 1.37 | | 684.6 | | | 6.1<br>AMOS | 48.1 | **1.25** | 10.34 | 1.36 | | | f **1.00** | |
| 72 P | 5.42 | 9.17 | 1.32 | **1.14** | 3.25 | | | 1.54 | 1.44 | | 690.1 | | | 5.5<br>ACOLITA | 42.6 | **1.14** | 10.27 | 1.29 | | | 12.50 | |
| 110 P | 5.52 | 9.27 | 1.39 | 1.21 | 3.32 | | | 2.01 | 1.51 | | 695.6 | | | 5.5<br>MESQUITE | 37.1 | 1.07 | 10.20 | 1.22 | | | 12.43 | |
| 84 P | 5.56 | 9.31 | 1.43 | 1.25 | 3.36 | | | 2.04 | 1.54 | | 698.1 | | TO | 2.5<br>GLAMIS | 34.6 | 1.04 | 10.16 | 1.19 | | | f 12.39 | |
| 108 P | 6.04 | 9.39 | 1.49 | 1.31 | 3.42 | | | 2.10 | 2.00 | | 703.0 | | | 4.9<br>RUTHVEN | 29.7 | 12.59 | 10.11 | 1.14 | | | 12.33 | |
| 69 P | 6.14 | 9.49 | 1.56 | 1.39 | 3.50 | | | 2.18 | 2.08 | | 709.4 | | | 6.4<br>DRYLYN | 23.3 | 12.52 | 10.03 | 1.07 | | | 12.26 | |
| 69 P | 6.20 | **9.59** | 2.00 | 1.43 | 3.54 | | | 2.23 | 2.13 | | 712.3 | | | 2.9<br>CACTUS | 20.4 | 12.49 | **9.59** | 1.04 | | | 12.22 | |
| 106 P | 6.37 | 10.19 | 2.07 | 1.50 | f 4.01 | | | 2.31 | 2.21 | | 716.6 | | | 4.3<br>OGILBY | 16.1 | 12.44 | 9.54 | 12.59 | | | f 12.16 | |
| 69 P | 6.48 | 10.30 | 2.14 | 1.58 | 4.09 | | | 2.39 | 2.29 | | 722.7 | | | 6.1<br>KNOB | 10.1 | 12.37 | 9.47 | 12.52 | | | 12.08 | |
| P | 6.54 | 10.36 | 2.20 | 2.05 | 4.15 | 12.30PM | | 2.45 | 2.35 | 2.00AM | 726.1 | D. T. | | 3.4<br>ARAZ JUNCTION | 6.6 | 12.32 | 9.42 | 12.47 | 12.55PM | | 12.02AM | 1.45PM |
| IP | | | | | | | | | | | 727.0 | | TO | 0.9<br>ARAZ | 5.7 | | | | | | | |
| Spur 30 | | | | | | | | | | | 731.9 | | | 4.9<br>COLORADO | 0.8 | | | | | | | |
| Yard BKTYWOP | 7.15PM | 10.50AM | s 2.35AM | s 2.20AM | s 4.30PM | s 12.45PM | | s 3.00AM | s 2.50AM | s 2.15AM | 732.7 | | TO-R | 0.8<br>GAUNTLET TRACK (See Note)<br>YUMA | 0.0 | 12.20AM | 9.30AM | 12.35PM | 12.40PM | | 11.50PM | 1.30PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sun. & Mon. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (121.8) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.35)<br>26.57 | (4.40)<br>26.10 | (2.44)<br>44.56 | (2.58)<br>41.05 | (2.51)<br>42.74 | (0.15)<br>26.40 | (2.02)<br>27.81 | (2.48)<br>43.50 | (2.46)<br>44.02 | (0.15)<br>26.40 | | | | ........Time over District........<br>.....Average Speed per Hour..... | | (2.38)<br>46.25 | (2.40)<br>45.63 | (2.31)<br>48.39 | (0.15)<br>26.40 | (1.45)<br>32.34 | (2.50)<br>42.98 | (0.15)<br>26.40 |

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 5 | Any Station | Discharge | | Yuma | Daily |
| 43 | Any Station | Discharge Revenue | | Phoenix | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 3 | Any Station | Discharge | | El Paso | Daily |
| 3 | Mecca, Thermal, Coachella | Discharge | | Yuma | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |

On gauntlet track over Colorado River Bridge between signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge, trains and engines will be governed by block signals, whose indications will supersede the superiority of trains. Speed over gauntlet track must not exceed eight (8) miles per hour until engine has cleared gauntlet track. When signals indicate stop and no train or engine in gauntlet, send flagman ahead and after waiting five minutes follow flagman.

Nos. 1 and 2 will stop on flag at Ogilby Mondays, Amos Tuesdays and Glamis Saturdays to receive and discharge non-revenue passengers.

No. 2 will make stops if necessary, to unload baggage and express Tuesdays and Fridays Flowing Well to Amos inclusive, Wednesdays and Saturdays Acolita to Knob inclusive.

No. 1 will make stop at Drylyn and Iris, and No. 3 at Amos and Flowing Well each Monday, Wednesday and Friday, if necessary, to unload baggage and express.

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 176 March 30, 1940 Ojai Branch STATIONS | Distance from Ojai | WESTWARD |
|---|---|---|---|---|---|
|  |  | 397.3 | VENTURA JCT. | 15.0 |  |
|  |  |  | 3.5 |  |  |
|  |  | 400.8 | ORTONVILLE | 11.5 |  |
|  |  |  | 2.1 |  |  |
| 5 |  | 402.9 | CANET | 9.4 |  |
|  |  |  | 6.0 |  |  |
| 8 |  | 408.9 | TICO | 3.4 |  |
|  |  |  | 3.4 |  |  |
| 17 PWT |  | 412.3 | OJAI | 0.0 |  |
|  |  |  | 15.0 |  |  |

Service by extra trains only.
List of Intermediate Spurs page 10.

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco |  | Time Table No. 176 March 30, 1940 Santa Paula Branch STATIONS | Distance from Saugus | WESTWARD |
|---|---|---|---|---|---|---|
| Yard PY |  | 403.2 |  | MONTALVO | 45.5 |  |
|  |  |  |  | 4.4 |  |  |
| 60 P |  | 407.6 | TO | SATICOY | 41.1 |  |
|  |  |  |  | 3.4 |  |  |
|  |  | 411.0 |  | LIMCO | 37.7 |  |
|  |  |  |  | 0.3 |  |  |
| 34 P |  | 411.3 |  | HAINES | 37.4 |  |
|  |  |  |  | 3.4 |  |  |
| Yard<br>45 PW |  | 414.7 | TO | SANTA PAULA | 34.0 |  |
|  |  |  |  | 7.1 |  |  |
| P |  | 421.8 |  | SESPE | 26.9 |  |
|  |  |  |  | 2.7 |  |  |
| Yard BKP<br>40 |  | 424.5 | TO-R | FILLMORE | 24.2 |  |
|  |  |  |  | 3.7 |  |  |
| 35 P |  | 428.2 |  | CAVIN | 20.5 |  |
|  |  |  |  | 1.7 |  |  |
|  |  | 429.9 |  | BUCKHORN | 18.8 |  |
|  |  |  |  | 1.9 |  |  |
| 35 PW |  | 431.8 | TO | PIRU | 16.9 |  |
|  |  |  |  | 2.5 |  |  |
| 21 |  | 434.3 |  | CAMULOS | 14.4 |  |
|  |  |  |  | 4.1 |  |  |
| 36 P |  | 438.4 |  | KEMP | 10.3 |  |
|  |  |  |  | 5.7 |  |  |
| 37 P |  | 444.1 |  | NEWHALL RANCH | 4.6 |  |
|  |  |  |  | 3.8 |  |  |
|  |  | 447.9 |  | PARDEE | 0.8 |  |
|  |  |  |  | 0.8 |  |  |
| 78 BKOWY<br>Yard |  | 448.7 | TO-R | SAUGUS | 0.0 |  |
|  |  |  |  | (45.5) |  |  |

Service by extra trains only.

List of Intermediate Spurs page 10.

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EAST-WARD | Distance from San Francisco |  | Time Table No. 176 March 30, 1940 Burbank Branch STATIONS | Distance from Burbank | WEST-WARD |
|---|---|---|---|---|---|---|
| 91 PWY |  | 445.5 | TO | CHATSWORTH | 21.3 |  |
|  |  |  |  | 3.6 |  |  |
|  |  | 449.1 |  | CROSSING P. E. RY. | 17.7 |  |
|  |  |  |  | 0.1 |  |  |
|  |  | 449.2 |  | CANOGA PARK | 17.6 |  |
|  |  |  |  | 4.2 |  |  |
| 37 |  | 453.4 |  | TARZANA | 13.4 |  |
|  |  |  |  | 2.0 |  |  |
| 33 |  | 455.4 |  | ENCINO | 11.4 |  |
|  |  |  |  | 3.0 |  |  |
|  |  | 458.4 |  | CROSSING P. E. RY. | 8.4 |  |
|  |  |  |  | 0.0 |  |  |
| W |  | 458.4 |  | VAN NUYS | 8.4 |  |
|  |  |  |  | 1.5 |  |  |
| 38 |  | 459.9 | See Note | KESTER | 6.9 |  |
|  |  |  |  | 2.9 |  |  |
|  |  | 462.8 |  | NORTH HOLLYWOOD | 4.0 |  |
|  |  |  |  | 4.0 |  |  |
| 45 PWY |  | 466.8 |  | BURBANK | 0.0 |  |
|  |  |  |  | (21.3) |  |  |

Joint track with Pacific Electric Ry. between Kester and North Hollywood see special instructions under special signals.

Service by extra trains only.
List of Intermediate Spurs page 10.

## FIRESTONE PARK SUBDIVISION

| Capacity of Sidings in Car Lengths | Eastward FIRST CLASS 56 Tehachapi Leave Daily | Distance from San Francisco |  | Time Table No. 176 March 30, 1940 San Pedro Branch STATIONS |  | Distance from San Pedro | Westward |
|---|---|---|---|---|---|---|---|
| I | 6.16 AM | 480.7 |  | DAYTON AVE. TOWER | D.T. | 24.8 |  |
|  |  |  |  | 1.2 |  |  |  |
| IY | 6.20 | 481.9 |  | RIVER STATION TOWER |  | 23.6 |  |
| IY | 6.20 | 481.9 |  | RIVER STATION TOWER |  | 23.6 |  |
|  |  |  |  | 0.5 |  |  |  |
|  |  | 482.4 |  | MISSION JUNCTION |  | 23.5 |  |
|  |  |  |  | 0.12 |  |  |  |
|  | 6.35 AM | 482.5 |  | MISSION TOWER |  | 23.6 |  |
|  |  | 482.5 |  | MISSION TOWER |  | 23.6 |  |
|  |  |  |  | 0.12 |  |  |  |
|  |  | 482.4 |  | MISSION JUNCTION |  | 23.5 |  |
|  |  |  |  | 0.5 |  |  |  |
|  |  | 482.5 |  | NAUD JUNCTION |  | 23.0 |  |
|  |  |  |  | 0.6 |  |  |  |
|  |  | 482.5 |  | NAUD JUNCTION | D.T. | 23.0 |  |
|  |  |  |  | 2.7 |  |  |  |
|  |  | 485.2 |  | WASHINGTON ST. JCT. |  | 20.3 |  |
|  |  |  |  | 0.3 |  |  |  |
| I |  | 485.5 |  | CLEMENT JCT. TOWER<br>Crossing P. E. Ry. |  | 20.0 |  |
|  |  |  |  | 0.2 |  |  |  |
|  |  | 485.7 |  | BUTTE ST. JCT. |  | 19.8 |  |
|  |  |  |  | 0.7 |  |  |  |
|  |  | 486.4 |  | VERNONDALE |  | 19.1 |  |
|  |  |  |  | 0.9 |  |  |  |
| I |  | 487.3 |  | CROSSING A. T. & S. F. RY. |  | 18.2 |  |
|  |  |  |  | 0.2 |  |  |  |
|  |  | 487.5 |  | CROSSING P. E. RY. |  | 18.0 |  |
|  |  |  |  | 1.6 |  |  |  |
| YWP |  | 489.1 | TO-R | FIRESTONE PARK |  | 16.4 |  |
|  |  |  |  | 1.2 |  |  |  |
|  |  | 490.3 |  | SOUTHGATE<br>TWEEDY BLVD |  | 15.2 |  |
|  |  |  |  | 1.0 |  |  |  |
|  |  | 491.3 |  | CROSSING P. E. RY. |  | 14.2 |  |
|  |  |  |  | 0.5 |  |  |  |
|  |  | 491.8 |  | LYNWOOD |  | 13.7 |  |
|  |  |  |  | 2.3 |  |  |  |
| 61 |  | 494.1 |  | COMPTON |  | 11.4 |  |
|  |  |  |  | 2.1 |  |  |  |
| I |  | 496.2 |  | DOMINQUEZ TOWER<br>Crossing P. E. Ry. |  | 9.3 |  |
|  |  |  |  | 1.5 |  |  |  |
|  |  | 497.7 |  | ELFTMAN |  | 7.8 |  |
|  |  |  |  | 2.3 |  |  |  |
| 32 |  | 500.0 |  | WATSON |  | 5.5 |  |
|  |  |  |  | 0.9 |  |  |  |
| I |  | 500.9 |  | WILMINGTON (Anaheim Blvd.) TOWER<br>Crossing A. T. & S. F. Ry. |  | 4.6 |  |
|  |  |  |  | 0.5 |  |  |  |
| PY |  | 501.4 |  | WILMINGTON (Anaheim Blvd.) |  | 4.1 |  |
|  |  |  |  | 0.5 |  |  |  |
|  |  | 501.9 |  | CROSSING P. E. RY. (Stop) |  | 3.6 |  |
|  |  |  |  | 0.2 |  |  |  |
|  |  | 502.1 |  | ANAHEIM BOULEVARD |  | 3.4 |  |
|  |  |  |  | 0.6 |  |  |  |
|  |  | 502.7 |  | CROSSING P. E. RY. |  | 2.8 |  |
|  |  |  |  | 0.2 |  |  |  |
| BOWPK |  | 502.9 | TO-R | WILMINGTON |  | 2.6 |  |
|  |  |  |  | 1.6 |  |  |  |
| I |  | 504.5 |  | SAN PEDRO<br>DRAWBRIDGE |  | 1.0 |  |
|  |  |  |  | 1.0 |  |  |  |
| Yard |  | 505.5 |  | SAN PEDRO |  | 0.0 |  |
|  | Arrive Daily |  |  | (24.8) |  |  |  |
|  | (0.19) |  |  | ........Time over district........ |  |  |  |
|  | 5.74 |  |  | ......Average speed per hour...... |  |  |  |

Between Fourth and Sixth Streets Los Angeles yard, track 14 eastward and track 18 westward, will be used as main tracks.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard.)

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## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Long Beach Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Long Beach |
|---|---|---|---|
| PY | 501.4 | WILMINGTON (Anaheim Blvd.) | 2.1 |
| | | 0.4 | |
| I | 501.8 | CROSSING A. T. & S. F. RY. | 1.7 |
| | | 0.2 | |
| I | 502.0 | CROSSING U. P. RY. | 1.5 |
| | | 0.4 | |
| | 502.4 | CROSSING P. E. RY. (Stop) | 1.1 |
| | | 1 1 | |
| | 503.5 | TO LONG BEACH | 0.0 |
| | | (2.1) | |

Service by extra trains only

## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Santa Ana Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Dyer |
|---|---|---|---|
| YWP | 489.1 | TO-R FIRESTONE PARK | 30.3 |
| | | 1.0 | |
| | 490.1 | ARDMORE | 29.3 |
| | | 1.8 | |
| I | 491.9 | CROSSING U. P. RY. | 27.5 |
| | | 0.2 | |
| 13 | 492.1 | SOUTHGATE<br>ATLANTIC BLVD | 27.3 |
| | | 1.1 | |
| 10 | 493.2 | VINVALE | 26.2 |
| | | 1.8 | |
| 21 | 495.0 | TO DOWNEY | 24.4 |
| | | 2.4 | |
| 17 P | 497.4 | R STUDEBAKER | 22.0 |
| | | 1.7 | |
| | 499.1 | TO NORWALK | 20.3 |
| | | 5.3 | |
| 76 | 504.4 | BUENA PARK | 15.0 |
| | | 4.6 | |
| Yard 24 WY | 509.0 | WEST ANAHEIM | 10.4 |
| | | 1.2 | |
| Yard | 510.2 | ANAHEIM | 9.2 |
| | | 1.7 | |
| 30 P | 511.9 | TUSTIN JCT. | 7.5 |
| | | 5.1 | |
| Yard BKWYOP | 517.0 | TO-R SANTA ANA | 2.4 |
| | | 0.1 | |
| | 517.1 | CROSSING W. LEG WYE | 2.3 |
| | | 0.1 | |
| | 517.2 | CROSSING E. LEG WYE | 2.2 |
| | | 2.2 | |
| 63 | 519.4 | DYER | 0.0 |
| | | (30.3) | |

Service by extra trains only
List of Intermediate Spurs page 10.

## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Whittier Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Whittier |
|---|---|---|---|
| 17 P | 497.4 | STUDEBAKER | 5.9 |
| | | 2.1 | |
| | 499.5 | FULTON WELLS | 3.8 |
| | | 1.1 | |
| | 500.6 | LOS NIETOS | 2.7 |
| | | 0.0 | |
| I | 500.6 | LOS NIETOS TOWER<br>Crossing A. T. & S. F. Ry. | 2.7 |
| | | 0.4 | |
| | 501.0 | CROSSING P. E. RY. (Stop) | 2.3 |
| | | 1.2 | |
| 39 | 502.2 | EVERGREEN STREET | 1.0 |
| | | 0.9 | |
| | 503.1 | CROSSING P. E. RY. | 0.1 |
| | | 0.1 | |
| TW | 503.2 | WHITTIER | 0.0 |
| | | (5.9) | |

Service by extra trains only

## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Los Alamitos Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Los Alamitos |
|---|---|---|---|
| Yard YWP | 509.0 | WEST ANAHEIM | 9.4 |
| | | 4.6 | |
| | 513.6 | STANTON | 4.8 |
| | | 0.4 | |
| | 514.0 | CROSSING P. E. RY. (Stop) | 4.4 |
| | | 0.1 | |
| Y | 514.1 | STANTON JUNCTION | 4.3 |
| | | 4.3 | |
| Yard | 518.4 | LOS ALAMITOS | 0.0 |
| | | (9.4) | |

Service by extra trains only

## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Smeltzer Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from End of Track |
|---|---|---|---|
| Y | 514.1 | STANTON JUNCTION | 6.9 |
| | | 3.3 | |
| | 517.4 | WESTMINSTER | 3.6 |
| | | 2.1 | |
| 27 | 519.5 | SMELTZER | 1.5 |
| | | 1.0 | |
| | 520.5 | WINTERSBURG | 0.5 |
| | | 0.5 | |
| | 521.0 | END OF TRACK | 0.0 |
| | | (6.9) | |

Service by extra trains only

## Eastward FIRESTONE PARK SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Tustin Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Tustin |
|---|---|---|---|
| 30 | 511.9 | TUSTIN JCT. | 10.5 |
| | | 0.5 | |
| I | 512.4 | ANAHEIM TOWER<br>Crossing A. T. & S. F. Ry. | 10.0 |
| | | 2.1 | |
| 21 | 514.5 | MARLBORO | 7.9 |
| | | 0.2 | |
| | 514.7 | CROSSING A. T. & S. F. RY. (Stop) | 7.7 |
| | | 2.0 | |
| 18 | 516.7 | VILLA PARK | 5.7 |
| | | 1.7 | |
| | 518.4 | MCPHERSON | 4.0 |
| | | 1.0 | |
| | 519.4 | EL MODENA | 3.0 |
| | | 3.0 | |
| | 522.4 | TUSTIN | 0.0 |
| | | (10.5) | |

Service by extra trains only
List of Intermediate Spurs page 10.

## Eastward POMONA SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Covina Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | | Distance from Pomona |
|---|---|---|---|---|
| 96 PW | 497.3 | TO BASSETT | | 17.8 |
| | | 3.6 | | |
| 34 | 500.9 | BALDWIN PARK | Staff System | 14.2 |
| | | 0.1 | | |
| | 501.0 | CROSSING P. E. RY. (Stop) | | 14.1 |
| | | 0.4 | | |
| 28 | 501.4 | CRUSHTON | | 13.7 |
| | | 0.3 | | |
| | 501.7 | WITHAM | | 13.4 |
| | | 0.6 | | |
| | 502.3 | IRWINDALE | | 12.8 |
| | | 1.8 | | |
| 25 | 504.1 | AZUSA AVENUE | | 11.0 |
| | | 1.0 | | |
| Yard PW | 505.1 | TO COVINA | | 10.0 |
| | | 1.6 | | |
| 9 | 506.7 | SAVOY | | 8.4 |
| | | 0.7 | | |
| 27 | 507.4 | CHARTER OAK | | 7.7 |
| | | 1.1 | | |
| | 508.5 | CRSG. P. E. RY. LONE HILL | Staff System | 6.6 |
| | | 1.0 | | |
| 38 | 509.5 | SAN DIMAS | | 5.6 |
| | | 2.4 | | |
| 57 | 511.9 | LA VERNE | | 3.2 |
| | | 1.4 | | |
| | 513.3 | GANESHA JCT. | | 1.8 |
| | | 1.8 | | |
| Yard KPTW 245 | 515.1 | TO POMONA | | 0.0 |
| | | (17.8) | | |

Service by extra trains only
List of Intermediate Spurs page 10.

## Eastward POMONA SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Pasadena Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Pasadena |
|---|---|---|---|
| 67 P | 487.7 | TO ALHAMBRA | 4.8 |
| | | 0.8 | |
| | 488.5 | CROSSING P. E. RY. (Stop) | 4.0 |
| | | 1.0 | |
| I | 489.5 | CROSSING P. E. RY. | 3.0 |
| | | 1.7 | |
| | 491.2 | RAYMOND HOTEL | 1.3 |
| | | 0.0 | |
| | 491.2 | CROSSING A. T. & S. F. RY. | 1.3 |
| | | 1.3 | |
| Yard P | 492.5 | PASADENA | 0.0 |
| | | (4.8) | |

Service by extra trains only
List of Intermediate Spurs page 10.

## Eastward POMONA SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**Duarte Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from End of Track |
|---|---|---|---|
| 67 P | 487.7 | TO ALHAMBRA | 13.5 |
| | | 1.0 | |
| | 488.7 | CROSSING P. E. RY. (Stop) | 12.5 |
| | | 0.8 | |
| | 489.5 | NORTH ALHAMBRA | 11.7 |
| | | 0.6 | |
| 18 | 490.1 | EAST ALHAMBRA | 11.1 |
| | | 6.4 | |
| 20 | 496.5 | ARCADIA | 4.7 |
| | | 0.1 | |
| I | 496.6 | ARCADIA TOWER<br>Crossing A. T. & S. F. Ry. | 4.6 |
| | | 1.6 | |
| 52 | 498.2 | MONROVIA | 3.0 |
| | | 1.9 | |
| | 500.1 | DUARTE | 1.1 |
| | | 1.1 | |
| | 501.2 | END OF TRACK | 0.0 |
| | | (13.5) | |

Service by extra trains only
List of Intermediate Spurs page 10.

## Eastward POMONA SUBDIVISION Westward

### Time Table No. 176

March 30, 1940

**San Bernardino Branch**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from San Bernardino |
|---|---|---|---|---|
| Yard BKWYOPT | 539.0 | See Note | TO COLTON | 3.2 |
| | | | 3.0 | |
| I | 542.0 | | E. ST. TOWER<br>Crossing A. T. & S. F. Ry. | 0.2 |
| | | | 0.2 | |
| Yard Y | 542.2 | | SAN BERNARDINO | 0.0 |
| | | | (3.2) | |

Service by extra trains only

Pacific Electric Bridge 541C used as joint track. Southern Pacific trains must stop clear of fouling point, may then proceed if track seen to be clear. If view obscured train must be preceded by flagman.

**Eastward POMONA SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 176<br>March 30, 1940<br>Chino Branch<br>STATIONS | Distance from Ontario |
|---|---|---|---|---|
| Yard KPTW<br>245 | 514.3 | TO | POMONA | 10.8 |
| | | | 1.1 | |
| I | 515.4 | | POMONA JCT. TOWER<br>Crossing U. P. Ry. | 9.7 |
| | | | 4.6 | |
| Yard | 520.0 | | CHINO | 5.1 |
| | | | 2.4 | |
| | 522.4 | | EUCLID AVENUE | 2.7 |
| | | | 2.6 | |
| I | 525.0 | | CROSSING U. P. RY. | 0.1 |
| | | | 0.1 | |
| 125 Yard P | 525.1 | TO | ONTARIO | 0.0 |
| | | | (10.8) | |

Service by extra trains only

**Eastward POMONA SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 176<br>March 30, 1940<br>Riverside Branch<br>STATIONS | Distance from Riverside |
|---|---|---|---|---|
| Yard<br>BKWYOPT | 539.0 | See note<br>TO | COLTON | 7.2 |
| | | | 3.3 | |
| 98 | 542.3 | | HIGHGROVE | 3.9 |
| | | | 1.0 | |
| 24 | 543.3 | | ORANGE CENTER | 2.9 |
| | | | 0.7 | |
| I | 544.0 | | CROSSING A. T. & S. F. RY. | 2.2 |
| | | | 1.4 | |
| | 545.4 | | RIVERSIDE JCT. | 0.8 |
| | | | 0.8 | |
| Yard P | 546.2 | | RIVERSIDE | 0.0 |
| | | | (7.2) | |

Joint track with Pacific Electric Ry. over Bridge 540.11. See special instructions under Special Signals.

Service by extra trains only
List of Intermediate Spurs page 10.

**Eastward BEAUMONT SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 176<br>March 30, 1940<br>Redlands Branch<br>STATIONS | Distance from Greenspot |
|---|---|---|---|---|
| 73 | 544.5 | TO | BRYN MAWR | 8.7 |
| | | | 0.5 | |
| | 545.0 | | MOTOR JCT. | 8.2 |
| | | | 2.8 | |
| Yard W | 547.8 | | REDLANDS, 2D STREET | 5.4 |
| | | | 2.7 | |
| | 550.5 | | MENTONE | 2.7 |
| | | | 0.9 | |
| Yard | 551.4 | | CRAFTON | 1.8 |
| | | | 1.8 | |
| Spur 3 | 553.2 | | GREENSPOT | 0.0 |
| | | | (8.7) | |

Service by extra trains only
List of Intermediate Spurs page 10.

**Eastward SALTON SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 176<br>March 30, 1940<br>Laguna Branch<br>STATIONS | Distance from Colorado |
|---|---|---|---|
| | 744.4 | POTHOLES | 12.2 |
| | | 0.6 | |
| 16 | 743.8 | LAGUNA | 11.6 |
| | | 4.2 | |
| 25 | 739.6 | SELLEW | 7.4 |
| | | 7.4 | |
| | 732.2 | COLORADO | 0.0 |
| | | (12.2) | |

Service by extra trains only
List of Intermediate Spurs page 10.

**Eastward CALEXICO SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 176<br>March 30, 1940<br>Sandia Branch<br>STATIONS | Distance from El Centro |
|---|---|---|---|---|
| Yard PY<br>101 | 675.7 | TO | CALIPATRIA | 38.0 |
| | | | 6.1 | |
| | 681.8 | | TURN | 31.9 |
| | | | 5.0 | |
| P | 686.8 | | MUNYON | 26 9 |
| | | | 3.0 | |
| | 689.8 | | MOSS | 23.9 |
| | | | 1.9 | |
| | 691.7 | | ORITA | 22.0 |
| | | | 2.5 | |
| | 694.2 | | CURLEW | 19.5 |
| | | | 3.3 | |
| P | 697.5 | | SANDIA | 16.2 |
| | | | 6.0 | |
| Yard WYP<br>32 | 703.5 | | HOLTVILLE | 10.2 |
| | | | 1.0 | |
| | 704.5 | | RICO | 9.2 |
| | | | 3.1 | |
| | 707.6 | | MELOLAND | 6.1 |
| | | | 6.1 | |
| Yard BKP<br>52 YW | 713.7 | TO-R | EL CENTRO | 0.0 |
| | | | (38.0) | |

Trackage between Holtville and El Centro owned by Holton Inter-Urban Ry.
Service by extra trains only
List of Intermediate Spurs page 10.

**Eastward CALEXICO SUBDIVISION Westward**

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 176<br>March 30, 1940<br>Westmorland Branch<br>STATIONS | Distance from Westmorland |
|---|---|---|---|---|
| Yard PY<br>101 | 675.7 | TO | CALIPATRIA | 12.6 |
| | | | 3.4 | |
| | 679.1 | | VERDANT | 9.2 |
| | | | 1.5 | |
| 12 | 680.6 | | SHAMROCK | 7.7 |
| | | | 2.5 | |
| 22 | 683.1 | | FONDO | 5.2 |
| | | | 5.2 | |
| 64 YP | 688.3 | | WESTMORLAND | 0.0 |
| | | | (12.6) | |

Service by extra trains only

**CALEXICO SUBDIVISION**

| | EASTWARD | | | | | | | | WESTWARD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | FIRST CLASS | | | | | | | FIRST CLASS | | THIRD CLASS |
| Capacity of Sidings in Car Lengths | 452<br>S. D. & A. E.<br>Mixed<br>Leave Daily Ex. Monday | 94<br>San Diego Passenger<br>Leave Daily | 358<br>The Imperial<br>Leave Daily | Distance from San Francisco | | | Time Table No. 176<br>March 30, 1940<br>STATIONS | Distance from Calexico | 93<br>San Diego Passenger<br>Arrive Daily | 357<br>The Imperial<br>Arrive Daily | 451<br>S. D. & A. E.<br>Mixed<br>Arrive Daily Ex. Saturday |
| 48 Yard<br>BKWYOP | | | 5.25 AM | 667.5 | A. B. S. | TO-R | NILAND | 41.0 | | s 9.00 PM | |
| | | | | | | | 4.5 | | | | |
| P | | | f | 672.0 | | | ESTELLE | 36.5 | | f | |
| | | | | | | | 3.7 | | | | |
| Yard PY<br>92 W | | | s 5.40 | 675.7 | | TO-R | CALIPATRIA | 32.8 | | s 8.46 | |
| | | | | | | | 1.2 | | | | |
| Spur 77 P | | | f | 676.9 | | | BERNICE | 31.6 | | f | |
| | | | | | | | 4.1 | | | | |
| Spur 30 P | | | f 5.50 | 681.0 | | | ROCKWOOD | 27.5 | | f 8.37 | |
| | | | | | | | 5.2 | | | | |
| Yard BKWP<br>80 | | | s 6.15 | 686.2 | | TO-R | BRAWLEY | 22.3 | | s 8.30 | |
| | | | | | | | 4.1 | | | | |
| P | | | f | 690.3 | | | GRAPE | 18.2 | | f | |
| | | | | | | | 5.3 | | | | |
| Yard P<br>138 | | | s 6.30 | 695.6 | | TO | IMPERIAL | 12.9 | | s 7.55 | |
| | | | | | | | 3.8 | | | | |
| Yard BKPY<br>52 W | 6.00 AM | 11.58 PM | s 7.00 | 699.4 | | TO-R | EL CENTRO | 9.1 | s 2.45 PM | s 7.45 | s 6.50 PM |
| | | | | | | | 4.6 | | | | |
| Yard 75 P | f 6.15 | f 12.05 AM | s 7.10 | 704.0 | | | HEBER | 4.5 | f 2.38 | s 7.20 | f 6.37 |
| | | | | | | | 4.5 | | | | |
| Yard<br>BKWYOP | s 6.30 AM | s 12.13 AM | s 7.25 AM | 708.5 | | TO-R | CALEXICO | 0.0 | 2.32 PM | 7.10 PM | 6.25 PM |
| | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | | | | (41.0) | | Leave Daily | Leave Daily | Leave Daily Ex. Saturday |
| | (0.30)<br>18.20 | (0.15)<br>36.40 | (2.00)<br>20.50 | | | | ........Time over District........<br>........Average Speed per Hour..... | | (0.13)<br>42.00 | (1.50)<br>22.36 | (0.25)<br>21.84 |

Time of first class trains at Calexico applies at passenger station.

List of Intermediate Spurs page 10.

## INTERMEDIATE STATIONS AND SPURS

| NAME | Mile Post | Capacity |
|---|---|---|
| **Santa Barbara—Los Angeles** | | |
| Montecito | 373.4 | ..... |
| Biltmore | 373.9 | ..... |
| Miramar | 374.6 | ..... |
| Summerland | 376.2 | ..... |
| So. Cal. Edison | 399.6 | 14 |
| Lemon | 400.2 | ..... |
| El Rio | 405.6 | 12 |
| Sucrosa | 413.6 | 32 |
| Simi | 433.5 | ..... |
| Sepulveda | 474.3 | ..... |
| West Glendale | 475.0 | ..... |
| Industrial | 477.9 | 22 |
| Taylor | 479.3 | 30 |
| **Ojai Branch** | | |
| Matilija | 411.1 | 3 |
| La Cross | 405.1 | 8 |
| Weldons | 402.4 | 3 |
| Wadstrom | 400.3 | 19 |
| Ebba | 399.4 | 3 |
| Chrisman | 399.0 | 12 |
| **Santa Paula Branch** | | |
| Kimball | 404.5 | 15 |
| Briggs | 413.3 | 2 |
| Kevet | 415.9 | 8 |
| Keith | 421.2 | 22 |
| Fillmore Gravel Pit | 423.8 | 33 |
| Wilshire | 426.8 | 8 |
| Cates | 429.2 | 8 |
| Rockbank | 432.5 | 18 |
| So. Cal. Edison | 446.2 | 26 |
| **Burbank Branch** | | |
| Canoga Citrus Assn. | 447.7 | ..... |
| Owens Brick Co. | 457.8 | ..... |
| Lapaco | 463.9 | 3 |
| **Pasadena Branch** | | |
| Garfield Ave. | 490.6 | 8 |
| **Los Angeles—Colton** | | |
| Stoneman | 489.3 | 14 |
| Ambler Grain Mill | 491.3 | 13 |
| Rudell | 491.7 | 14 |
| Rudell-El Monte | 493.2 | 15 |

| NAME | Mile Post | Capacity |
|---|---|---|
| **Los Angeles—Colton Continued** | | |
| Union Stock Yards | 496.5 | 16 |
| Union Feed Mill | 498.4 | 14 |
| Hill-Benton | 508.1 | 12 |
| Racimo | 522.4 | 14 |
| **Colton—Indio** | | |
| Oehl Packing Co. | 540.4 | 16 |
| **Niland—Calexico** | | |
| Miller and Cummings | 688.0 | 14 |
| **Sandia Branch** | | |
| Butters | 689.6 | 11 |
| Fuller | 699.4 | 9 |
| **Laguna Branch** | | |
| Bard | 737.8 | 14 |
| **Duarte Branch** | | |
| Sunnyslope | 492.9 | 3 |
| **Covina Branch** | | |
| P. E. Ry. | 502.0 | 3 |
| Lateen | 503.0 | 8 |
| Hobbs | 512.9 | 6 |
| Hobbs | 512.4 | 37 |
| **Riverside Branch** | | |
| Grand Terrace | 541.2 | 2 |
| **Redlands Branch** | | |
| Warner | 549.9 | 2 |
| **San Pedro Branch** | | |
| Dolores | 498.4 | 2 |
| **Santa Ana Branch** | | |
| Liberty Vegetable Oil Co. | 503.0 | 4 |
| Mirakol Chemical Co. | 513.3 | 6 |
| **Tustin Branch** | | |
| D. Hewes | 520.1 | 6 |

### AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|---|---|---|---|---|
| | All-Steel | Steel-Underframe | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft. | 93,070 | | | |
| " —66 ft. | 127,610 | | | |
| " —70 ft. | 122,620 | | | |
| " —70 ft. (With Auto. End Door) | 125,800 | | | |
| " —(Dynamo) | 98,730 | | | |
| " | | 87,120 | | |
| Baggage & Mail—60 ft. | 103,620 | | | |
| " " " —69 ft. | 124,760 | | | |
| " " " —70 ft. | 129,140 | | | |
| " " " | | 103,590 | | |
| " " Passenger | 108,675 | 112,640 | | |
| Express Refr.—N. P. Ry. | | 74,000 | | |
| " " —A. R. E. No. 40- 154 | | 78,000 | | |
| " " — " " 155- 224 | | 89,000 | | |
| " " — " " 500- 506 | | 110,000 | | |
| " " — " " 1101-1175 | | 85,000 | | |
| " " —P. F. E. " 500- 799 | | 83,000 | | |
| Express, Horse | 133,050 | | | |
| Postal | 112,120 | | | |
| Postal Storage—40 ft. | 74,530 | | | |
| " " —60 ft. | 105,120 | | | |
| Assembly (ACW) | | | 168,950 | 168,950 |
| Club (ACI) | 146,210 | 122,300 | 172,200 | 164,700 |
| Official (NAC) | 170,700 | 155,370 | | |
| " Cars 107-128 (ACW) | | | 182,800 | 182,800 |
| " " 140-141 (ACW) | | | 195,040 | 195,040 |
| Chair—60 ft. (ACI) | 100,620 | | 138,000 | 132,000 |
| " —72 ft. (ACI) | | | 165,000 | 157,800 |
| " —72 ft. (ACW) | | | 158,700 | 158,700 |
| " —Streamline—Single (ACS) | | | 120,900 | 104,500 |
| " — " —Art. (ACS) | | | 205,400 | 172,600 |
| " —74 ft. (ACI) | | | 180,915 | 173,125 |
| " —74 ft. (ACS) | | | 197,944 | 181,600 |
| Coaches—60 ft. (ACI) | 98,130 | | 136,100 | 130,100 |
| " —70 ft. (ACI) | 137,640 | | 157,800 | 151,000 |
| " —70 ft. (ACW) | 137,640 | | 151,000 | 151,000 |
| " —72 ft. (ACI) | | | 164,500 | 157,400 |
| " —72 ft. (ACW) | | | 153,500 | 153,500 |
| " —73 ft. 6 in. (ACW) | | | 163,000 | 163,000 |
| " —73 ft. 6 in. (ACI) | | | 168,500 | 161,200 |
| " —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 105,970 | | | |
| " " —Coach | 103,875 | | | |
| Cafe-Coach (ACI) | | 138,600 | 155,700 | 149,000# |
| Cafe-Lounge (ACI) | 148,950 | 161,200 | 173,500 | 166,000 |
| " (ACW) | | | 156,000 | 156,000 |
| Morning Daylight—(14 car train) (ACS) | | | 1,750,822 | 1,750,822 |
| " " —Chair, Baggage (ACS) | | | 134,848 | 134,848 |
| " " —Chair Car (ACS) | | | 135,858 | 135,858 |
| " " —Articulated Chair (ACS) | | | 230,546 | 230,546 |
| " " —Diner (Trip. Unit) (ACS) | | | 380,344 | 380,344 |
| " " —Tavern (ACS) | | | 139,778 | 139,778 |
| " " —Parlor Car (ACS) | | | 135,198 | 135,198 |
| " " —Parlor-Obs. (ACS) | | | 133,158 | 133,158 |
| Noon Daylight—(12 car train) (ACS) | | | 1,344,080 | 1,147,280 |
| " " —Co. Bagg. & Coach (ACS) | | | 118,940 | 102,540 |
| " " —Art. Chair (ACS) | | | 203,640 | 170,840 |
| " " —Tavern (ACS) | | | 130,850 | 114,450 |
| " " —Diner (ACS) | | | 129,860 | 113,460 |
| " " —Parlor (ACS) | | | 115,880 | 99,480 |
| " " —Parlor-Obs. (ACS) | | | 118,690 | 102,290 |
| Diner—70 ft. | | 135,930 | | |
| " —72 ft. | 155,330 | 146,930 | | |
| " —77 ft. (Arch Roof) (ACI) | 156,000 | | 170,100 | 162,700 |
| " —77 ft. ( " " ) (ACW) | | | 162,950 | 162,950 |
| " —77 ft. (Clere Story Roof) (ACW) | | 165,530 | 169,450 | 169,450 |
| " —77 ft. ( " " " ) (ACM) | | | 189,581 | 173,836 |
| " —79 ft. (NAC) | 169,100 | | | |
| " —80 ft. (Clere Story Roof) (ACM) | | | 201,323 | 184,700 |
| Lounge ( " " " ) (ACI) | | | 189,800 | 181,630 |
| " (Arch Roof) (ACI) | | | 167,500 | 160,300 |
| " ( " " ) (ACW) | | | 164,980 | 157,780 |
| Observation—75 ft. (ACI) | 154,400 | | 169,185 | 161,900 |
| " —77 ft. (ACI) | | | 194,543 | 186,166 |
| " | | 141,870 | | |
| Pullman-Observation (ACI) | 160,800 | 153,000 | 177,314 | 169,200 |
| " " (ACM) | 160,800 | 153,000 | 192,300 | 176,300 |
| " " Lounge (ACM) | 171,200 | | 194,900 | 178,900 |
| " " " (ACI) | 171,200 | | 187,682 | 179,600 |
| " —Bedroom (ACI) | 167,600 | | 183,920 | 176,000 |
| " — " (ACM) | 167,600 | | 195,800 | 179,800 |
| " —Sleeper (ACM) | 163,100 | | 191,100 | 175,100 |
| " — " (ACI) | 163,100 | | 180,075 | 171,500 |
| " —Tourist (ACM) | 153,000 | | 185,200 | 169,200 |
| " — " (ACI) | 153,000 | | 168,663 | 161,400 |
| Rail, Gas-Electric—400 H.P. | 158,400 | | | |
| " " " —600 H.P. | 167,200 | | | |

#Steel underframe.

CODE:—
NAC—Non-Air Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air Conditioned—Mechanical System.
ACW—Air Conditioned—Waukesha System.
ACS—Air Conditioned—Steam Ejector System.

## SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. C. A. Walker | Chief Surgeon and Manager. |
| Los Angeles | Dr. G. S. Hall | Assistant Chief Surgeon. |
| Los Angeles | Dr. M. T. Steele | District Surgeon. |
| Los Angeles | Dr. R. W. Starr | District Surgeon. |
| Los Angeles | Dr. A. S. Lineer | District Surgeon. |
| Los Angeles | Dr. Elmer Nelson | Visiting Physician and Surgeon. |
| Los Angeles | Dr. R. G. Stern | District Surgeon. |
| Los Angeles | Dr. G. L. Gamette | District Surgeon. |
| Los Angeles— | | |
| Angelus-Mesa | Dr. A. M. Anton | District Surgeon. |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Surgeon. |
| Huntington Park | Dr. D. E. Stewart | District Surgeon. |
| Huntington Park | Dr. H. W. Amyes | District Surgeon. |
| Montebello | Dr. J. Q. Nicola | District Surgeon. |
| Eagle Rock | Dr. A. E. Hollenbeck | District Surgeon. |
| Belvedere Gardens | Dr. J. P. Mortenson | District Surgeon. |
| Hollywood | Dr. R. W. Avery | District Surgeon. |
| Beverly Hills and West Hollywood | Dr. Edwin H. Wiley | District Surgeon. |
| F. R. Strong Building 7th and Central | Dr. M. H. Burge | District Surgeon. |
| Los Angeles | Dr. R. A. Woodhull<br>Dr. Jos. Goldstein | Oculists and Aurists. |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. F. E. Abbott | District Surgeon. |
| Long Beach | Dr. R. G. Young | District Surgeon. |
| Wilmington | Dr. W. W. Horst | District Surgeon. |
| San Pedro | Dr. J. L. Bloch | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Downey | Dr. R. V. Fernandez | Emergency Surgeon. |
| Whittier | Dr. J. W. Camp | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | District Surgeon. |
| Anaheim | Dr. J. L. Beebe | District Surgeon. |
| Orange | Dr. Arthur J. Nies | Emergency Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | District Surgeon. |
| Santa Ana | Dr. John D. Ball | Assistant District Surgeon. |
| Westminster | Dr. R. I. Johnson | Emergency Surgeon. |
| Pasadena | Dr. Z. T. Malaby | District Surgeon. |
| Pasadena | Dr. K. W. Taber | Associate District Surgeon. |
| Monrovia | Dr. W. M. Briggs | Emergency Surgeon. |
| Alhambra | Dr. J. F. Hull | District Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| El Monte | Dr. E. D. Farrington | District Surgeon. |
| Puente | Dr. W. W. Schultz | District Surgeon. |
| Covina | Dr. J. B. Marr | Emergency Surgeon. |
| Pomona | Dr. Geo. W. Kellar | District Surgeon. |
| Pomona | Dr. H. C. Anderson | Assistant District Surgeon. |
| Chino | Dr. H. B. Miller | District Surgeon. |
| Ontario | Dr. D. S. Gidley | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. J. N. Martin | Assistant District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| San Bernardino | Dr. C. L. Hadley | Oculist and Aurist. |
| Riverside | Dr. Thomas A. Card | District Surgeon. |
| Redlands | Dr. H. G. Hill | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Indio | Dr. W. H. Blackman | District Surgeon. |
| Indio | Dr. R. E. Pawley | Assistant District Surgeon. |
| Calipatria | Dr. J. A. Wallace | District Surgeon. |
| Westmorland | Dr. O. C. Long | Emergency Surgeon. |
| Brawley | Dr. G. C. Holleran | District Surgeon. |
| | Dr. Chas. M. Cutshaw | Assistant District Surgeon. |
| | Dr. C. F. Peters | Associate District Surgeon. |
| | Dr. John L. Parker | Associate District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| El Centro | Dr. F. W. Peterson<br>Dr. W. W. Apple | District Surgeons. |
| | Dr. M. C. Canfield | Assistant District Surgeon. |
| El Centro | Dr. H. P. Findley | Oculist and Aurist. |
| Holtville | Dr. H. B. Graeser | District Surgeon. |
| Calexico | Dr. T. E. Bartholomew | District Surgeon. |
| Calexico | Dr. Harold J. Gregg | Assistant District Surgeon. |
| Mexicali | Dr. Mario Flores | District Surgeon. |
| Yuma | Dr. C. S. Powell | District Surgeon. |
| Yuma | Dr. J. W. Stacey | District Surgeon. |
| Yuma | Dr. W. C. Cain | Assistant District Surgeon. |
| Yuma | Dr. F. W. Gwinn | Assistant District Surgeon. |
| Glendale | Dr. N. C. Paine | District Surgeon. |
| Burbank | Dr. David Thomson | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Canoga Park | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. R. W. Johnson | District Surgeon. |
| Newhall-Saugus | Dr. E. C. Innis | District Surgeon. |
| Fillmore | Dr. Will R. Manning | District Surgeon. |
| Santa Paula | Dr. D. G. Clark | District Surgeon. |
| Saticoy | Dr. A. W. Cruden | Emergency Surgeon. |
| Moor Park | Dr. F. A. Yoakum | Emergency Surgeon. |
| Oxnard | Dr. J. W. Nielsen | District Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Ojai | Dr. C. O. Drace | Emergency Surgeon. |
| Carpinteria | Dr. T. M. Shorkley | Emergency Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Kent R. Wilson | District Surgeon. |
| Santa Barbara | Dr. A. B. Steele | Associate District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. W. H. Johnston | Oculist. |

**Note.**—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS

General Hospital—San Francisco, Cal.
White Memorial Hospital, Los Angeles, Cal.
Emergency Hospital, East Los Angeles, Cal.
Emergency Hospital, Indio, Cal.

**RULE 2.** Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles:
Wm. B. Baehr, 103 Pacific Electric Bldg.
Geo. D. Davidson Co., 445 S. Spring St. and Room 305, LAUPT.
O. H. Patzer, 2708 North Broadway
Ralph Laraway, 1222 San Fernando Rd.

| | | | |
|---|---|---|---|
| Glendale | John R. Leaney | Banning | B. B. Felts |
| Santa Ana | R. H. Ewert | Indio | F. B. Dozier |
| Oxnard | Jack Davis | Yuma | Wm. Baird |
| Santa Barbara | Mrs. I. F. Bitterly | Yuma | J. H. Huber |
| San Pedro | Chas. E. Perham | Van Nuys | C. H. Berggren |
| Long Beach | P. T. Myers | Ventura | R. W. Cummings |
| Pasadena | J. Herbert Hall Co. | Brawley | F. T. De Arman |
| Alhambra | H. E. Wellman | El Centro | R. E. Couch |
| Covina | J. Howard Boal | Fillmore | Harvey H. Hoy |
| Pomona | W. R. Parsonage | San Bernardino | Chas. M. Hanf |
| Colton | E. W. Cosgrove | Riverside | F. S. Fisher |
| Redlands | Howard S. Smith | Calexico | O. F. Haun |

**RULE 10.** Between Grand Terrace and San Bernardino, signals must be placed as follows: Grand Terrace and Colton, on the right, facing westward; Colton and San Bernardino, on the right, facing eastward.

**RULE (10 J).** Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars with engines counterbalanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

**RULE 14 (d). As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:**

| | |
|---|---|
| Saugus | Trains on Santa Paula Branch. |
| Burbank Jct. | Trains on Coast line via Northridge. |
| Burbank | Trains on Burbank Branch. |
| Mission Jct. | Trains on River Station Tower line. |
| Pomona | Trains on Covina Branch. |
| Ontario | Trains on Chino Branch. |
| Araz Jct. | Trains on Inter-Cal. line. |
| Colorado | Trains on Laguna Branch. |

**RULE 14 (e). As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:**

| | |
|---|---|
| Calipatria | Trains on Sandia and Westmorland Branches. |
| Niland | Trains on Calexico line. |
| Bryn Mawr | Trains on Redlands Branch. |
| Colton | Trains on Riverside and San Bernardino Branches. |
| Pomona | Trains on Chino Branch. |
| Bassett | Trains on Covina Branch. |
| Alhambra | Trains on Duarte and Pasadena Branches. |
| Chatsworth | Trains on Burbank Branch. |
| Ventura Jct. | Trains on Ojai Branch. |
| Montalvo | Trains on Santa Paula Branch. |
| Wilmington (Anaheim Blvd.) | Trains on Long Beach Branch. |
| Firestone Park | Trains on Santa Ana Branch. |
| Studebaker | Trains on Whittier Branch. |
| West Anaheim | Trains on Los Alamitos Branch. |
| Tustin Jct. | Trains on Tustin Branch. |
| Stanton Jct. | Trains on Los Alamitos Branch. |
| River Station Tower | Trains on Mission Jct. line. |

**RULE 17 (C). Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.**

**RULES 17 and 19. Night signals will be displayed through all tunnels.**

**RULE 21 (C).** Indicators on extra trains will be displayed during time train is in Colton yard.

**Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.**

**RULE 26.** Colton—When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, cars on these tracks must not be coupled to or moved.

**RULE D-71. Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.**

**Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.**

**RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.**

**RULE 83.** Observation check may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Westward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

**RULE 83 (A).** At the following station only trains indicated will register:

Los Angeles Yard, originating and terminating, except engines without cars to or from Ventura and Pomona Subdivisions.

**RULE 83 (B).** Trains may register by ticket as follows:

| | |
|---|---|
| Los Angeles Yard | Nos. 373 and 374 |
| Colton | First class trains |
| Colton | Eastward third class and extras arrival |
| Niland | Nos. 1, 2, 3, 4, 5, 6, 43, 44, 370, 822, 824 |
| Indio | First class except Nos. 367 and 368 |

### SANTA BARBARA

**Train order office is located at freight house.**

**Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.**

**First-class trains must register by ticket at freight house.**

**RULE 83 (D). Trains must obtain clearance before leaving:**

**Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision.**

Westward trains via Mojave Subdivision through Burbank Junction must obtain clearance, form 2643, at initial station on Los Angeles Division, endorsed "San Joaquin Division", in addition to clearance from Los Angeles division endorsed "Los Angeles Division".

Trains to or from Mojave Subdivision are not required to obtain clearance at Burbank Junction, provided train is properly cleared by train-order signal, except trains originating.

| | |
|---|---|
| Beaumont | All trains. |
| Yuma | Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance. |

**RULE 83 (E).** A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

**When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."**

**RULE 92.** First paragraph does not apply to trains arriving Los Angeles LAUPT.

**RULE 93.** Yard limits are established at:

Santa Barbara
Ventura
Montalvo (on Santa Paula Branch only)
Oxnard
Santa Paula
Fillmore
Saugus
Los Angeles
Pasadena
Santa Ana
Anaheim
West Anaheim
Los Alamitos
San Pedro
Pomona
Covina
Ontario
Colton
Riverside
San Bernardino
Redlands (Second St.)
Crafton
Beaumont
Indio
Niland
Yuma
Calipatria
Holtville
Brawley
Imperial
El Centro
Heber
Calexico

**Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.**

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long, unless switches are lined for the route to be used and a proceed signal is received from switch tender.

Switch leading westward off westward main track towards Butte Street yard, Butte Street Jct., also crossover switches in same location, may be left as used.

Colton—Trains and engines must stop clear of lead to P. F. E. yard on west leg of wye and before crossing lead on east leg of wye, except on receiving signal from member of crew or herder at either of the locations, train may proceed without stopping. In the absence of herder, member of crew must precede the train or engine and ascertain that no train or engine is approaching before fouling the lead or crossing.

**RULE 95.** Sections of eastward first-class schedules taking down signals at Colton must do so at yard office.

**Eastward trains from San Joaquin Division holding train-order authority to display signals for following section to Burbank Jct. are authorized to display signals to terminal station of schedule on Los Angeles Division.**

**RULE 97. Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.**

**RULE D-97 (A).** Will apply between following points:

Santa Barbara and East Santa Barbara.
Burbank Jct., Los Angeles and Alhambra via East Bank Jct.
San Pedro Branch, Easterly limits Dayton Ave. Tower interlocking plant and Firestone Park.
Araz Jct. and Gauntlet Track.

**Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.**

**RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.**

**Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.**

**Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.**

**Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.**

**Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.**

**Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.**

**A. T. & S. F. RY., Industrial track south of Mission Tower, crossing Gladding, McBean Co., Wilson & Co. and Eureka Supply Co. spur—STOP. If crossing clear and no engine or car approaching, proceed.**

**Pacific Electric Railway:**

**Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.**

**One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.**

**One half mile east of Wilmington (Anaheim Blvd.) San Pedro Branch unless clear view and crossing seen to be unobstructed—STOP.**

**0.6 mile east of Anaheim Blvd., San Pedro Branch—STOP.**

**One mile east of Wilmington (Anaheim Blvd.), Long Beach Branch,** and 0.4 mile east of Stanton, Los Alamitos Branch—Trains and engines must stop before proceeding over crossing and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of rail road will be brought to a stop before proceeding over the crossing.

**Santa Ana, Griffith Lumber Spur—STOP.**

**Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.**

**Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.**

**Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.**

**RULE 103 (A).** In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)
Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
Los Angeles Yard—Wilson St., Mateo St.
South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Indio—Highway California Date Growers Assn. spur.
Yuma—All crossings in old yard.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, flagman must be placed on crossing until leading car has passed.

**RULE 104.** The normal position of switches at junction points is as follows:

| | |
|---|---|
| East Santa Barbara | Oil buffer spring switch—westward trains. |
| Ventura Jct. | For Santa Barbara—Ventura main track. |
| Saugus | Switch in middle siding, to Santa Paula Branch, for siding. |
| Naud Jct. | River Station Tower—Washington St. Jct. |
| Firestone Park (eastward) | Los Angeles—Anaheim Blvd. |
| Firestone Park (westward) | Santa Ana—Los Angeles. |
| Studebaker, West Anaheim and Tustin Jct. | For Santa Ana Branch. |
| Stanton Jct. | West Anaheim—Los Alamitos. |
| Alhambra | Switch in westward siding for Duarte Branch. |
| Ganesha Jct. | 170 feet east of LaVerne and Lone Hill—Pacific Electric Line. |
| Ontario | Switch in siding for siding. |
| Calipatria | Westmorland Branch and Sandia Branch—For Niland-Calexico main track. |

Inside crossover switch west end team track, Ventura, must be left lined for the straight track.

**RULE 104 (D).** Use of heavier than "C" class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

**RULE 105.** West end Burbank Branch, Chatsworth, is at east connection switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

West end Calexico Subdivision at Niland is at connection just west of station.

Saugus—Track opposite station extending from westerly connection 863 feet east of station to connection with main track 722 feet west of station, shall be known as the middle siding. First-class trains meeting at Saugus use middle siding unless otherwise instructed.

Oxnard—West switch to siding located at signals 4077 and 4078. Inside switch on siding must be left lined for drill track.

Pomona—First-class trains, meeting, will use connections just east and west of station to enter and leave siding.

Colton—Taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

Indio—When first-class trains meet, eastward train take siding through connection 200 feet east of signal 6110.

Indio—Eastward extra passenger trains, unless otherwise instructed, take siding through connection 200 feet east of signal 6110.

Calexico—Track known as Roundhouse lead is designated as a siding capacity 175 cars.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

**RULE 221.** Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula and Covina branches except when train orders are to be delivered.

Los Angeles Yard is a train-order office for trains originating only.

**RULE 825.** When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard, Raymer; openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

North Hollywood—Cars must not be left standing on house track east of derail.

**RULE 827.** On freight trains moving on all branches except San Pedro, Long Beach, Santa Ana and Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

**RULE 833.** Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

Except those of Southern Pacific ownership, cranes or machines of similar type, with rotating body, loaded on open cars, must not be moved until inspected and released by mechanical department. Conductors must not move Jordan Spreaders, except when in use, unless wings are protected against spreading by chain or tie bar extending from wing to wing and wing arm to wing arm.

**RULE 834.** Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed next to cab of AC engines.

**RULE 836.** Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

**RULE 843.** When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

**RULE 869.** All except rear brakemen must ride on top of their train as follows:

Beaumont to Edom
Beaumont to Colton

Trainmen must remain with their portion of train until it comes to rest on designated track in yards.

Fourth or additional brakemen must ride near middle of portion of train assigned to them.

Trainmen must not ride on top of their train while passing through Tunnel 26.

**RULE 883.** Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

### TRAIN INSPECTION

Freight trains eastward must stop 10 mins. at Cabazon and Garnet, and westward 10 mins. at El Casco or Ordway for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop at Edom, and, after so doing, may proceed.

Engines running light on descending grade must stop for inspection at freight train inspection points, a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition. Exception:

If required to stop at Palm Springs, Hugo or Haig, inspection will be made at those points instead of Garnet, El Casco or Ordway.

Between Yuma and Niland, when conditions are favorable and in the judgment of the conductor it is safe to do so, freight trains in either direction need not stop for inspection.

AON trains will not stop for inspection unless necessary in judgment of the conductor and engineer.

### AIR BRAKE RULES
### FREIGHT AND MIXED

**RULE 3.** Standard brake pipe pressure for freight and mixed trains is 80 pounds.

### FREIGHT TRAINS

**RULE 24.**

Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

AON Trains—Running air brake tests shall be made approaching interlocking plants and leaving Beaumont. Standing air brake test shall not be made at Beaumont, unless continuity of the brake pipe has been changed.

**RULE 33.**

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

AON Trains—Retaining valves will be turned up between Beaumont and Edom when, in the judgment of the engineer or conductor, the use of retaining valves to properly control speed of the train is necessary.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

### PASSENGER TRAINS

**RULE 38.**

Santa Barbara and Indio—When engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train after the brake pipe has been charged to standard pressure, the Engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling he will answer with two blasts of the whistle. The trainman will immediately signal by four blasts of the air signal whistle (using the signal cord on rear car) to release the brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than 5 pounds below standard pressure, slowly return it to running position, then wait until brake pipe pressure has settled and make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train.

Exception: At Santa Barbara, engineers will use hand, instead of steam whistle, signals. Trainmen will place themselves in a position to relay signals to the best advantage.

**RULE 39.**

Running test must be made before descending grade, Beaumont.

Running test must be made on eastward trains 3 miles west of Burbank Junction.

Running test need not be made approaching Glendale Tower.

Running test on trains leaving Los Angeles shall not be made within limits of Los Angeles Union Passenger Terminal or Mission Tower interlocking plant.

Running test on trains leaving Los Angeles must be made immediately after clearing Mission Tower interlocking plant.

If air brakes have been used at Alhambra, running test need not be made approaching Mission Tower.

If air brakes have been used at Burbank or Burbank Junction, running test need not be made approaching Raymer Tower.

**RULE 46.**

**Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.**

## AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

North Broadway Bridge San Pedro Branch.....Westward track
East end "A" freight shed San Pedro Branch...Eastward track
Firestone Park governing westward trains.
Piru, East and West end........................Distant signals
Camulos, East end...............................Distant signal
Newhall Ranch, East end.........................Distant signal

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender

West switch of crossover located at Arroyo Jct. is equipped with electric switch lock with semaphore indicator and push button release. To use crossover open door of electric switch lock. If indicator indicates "Track Unoccupied", throw lever to the left, then throw switch, and restore electric lock lever to normal; close and lock door. If indicator indicates "Track Occupied" and no reasons seen therefor, operate push button release in accordance with instructions on inside of door. Push button will release electric switch lock.

El Casco. Entering siding, eastward trains governed by diverging route semaphore arm, westward trains by light signal. Push buttons 5521 and 5523 attached to signal 5523. When westward train on main track to let train pass, member of crew will press push button 5521. Westward train on siding to let train pass should not pass overlap post 500 feet east of signal 5521. If necessary to pass overlap post, member of crew will press push button 5523. Signal 5521, normally dark, will light when train enters overlap. If signals governing use of siding indicate "stop" be governed by Rule 509.

Cabazon. Push buttons and indication lights 5742 and 5744 attached to signal 5744. Lights indicate push button selection but not clear block. When eastward train on main track to let train pass, member of crew will press push button 5742. Eastward train on siding to let train pass should not pass overlap post 500 feet west of signal 5742. If necessary to pass overlap post, member of crew will press push button 5744. Signal 5742, normally dark, will light when train enters overlap. Signal 5733, normally dark, will light when train enters approach circuit 900 feet east of signal, but will not indicate "proceed" until switch is properly lined and block in advance clear.

## OIL BUFFER SPRING SWITCHES

**These switches located as follows and speed indicated must not be exceeded passing over them:**

End of double track, East Santa Barbara—Eastward, 25 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf light block signal governing eastward movement from freight lead to main track at clearance point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the main track either side of the switch within the lighting circuit is occupied, signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end siding El Casco and east end siding Cabazon, through turnout, passenger 25 M.P.H., freight 20 M.P.H.

When a train is authorized to enter single track from double track East Santa Barbara or main track from siding at El Casco and Cabazon, oil buffer spring switch must be thrown by hand unless signal governing movement indicates "proceed". Employe throwing switch by hand must see that it is returned to normal position when train has passed.

**When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.**

When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches. Sand must not be used at location rail lubricators.

**RULE 509.** A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding:

| Signal | Protects | Location |
|---|---|---|
| 3721 | Oil buffer spring switch...... | East Santa Barbara |
| 3727 | Oil buffer spring switch...... | East Santa Barbara |
| 5520 | Oil buffer spring switch...... | El Casco |
| 5521 | Oil buffer spring switch...... | El Casco |
| 5742 | Oil buffer spring switch...... | Cabazon |
| 5745 | Oil buffer spring switch...... | Cabazon |

Block signals—5396 Colton—6110, 6115, 6116, 6118, 6119, 6123 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

When block signal 4841 east of Taylor Jct. indicates "Stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions as to when train can be handled through Mission interlocking plant.

**RULE 509** (e). That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

**RULES 509, 512 and 512** (A).

Signals at clearance points governing movements to main track under automatic block system rules, are located at the following points:

Signal 3973—Ventura Junction.
" 4036—Montalvo wye.
" 4075—Oxnard, west and house track.
" 5084—Hill-Benton spur.
" 6120—Indio, east end yard.
" 7320—Colorado, east leg of wye.
" 6992—El Centro, S. D. & A. E. Junction.

Signals will indicate "Proceed" when derails and main track switches are set for movement to the main track and block is clear.

Where switch indicators are provided and indicate "block occupied", or where switch indicators are not provided, wait three minutes after setting derail before opening main track switch, unless it can be seen that no train is approaching or has passed the home signal governing such approaching train, or that the approaching train has stopped clear of the route to be used.

**RULE 516. At Haig, Nicklin, Pershing, Mons and Flowing Well be governed by following:**

**When holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derailer.**

**Overlap posts are located at:**

**Bernice —Westward trains—Midway between switches.**
**Colorado —Eastward trains—signal 7318.**

## SPECIAL SIGNALS

### Joint Track Between Kester and North Hollywood

Movement of Southern Pacific and Pacific Electric trains or engines operating between North Hollywood and Kester, on the Burbank Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of Junction switches at North Hollywood and Kester is for Pacific Electric movements.

Signal 147, 200 feet east of Junction switch, North Hollywood, governs westward movement from Southern Pacific track.

Signal 145, 1050 feet east of Junction switch, and Signals 141 and A-141, 1650 feet east of Junction switch, North Hollywood, govern westward movement from Pacific Electric track.

Signal 164, 400 feet west of Junction switch, Kester, governs eastward movement from Southern Pacific track.

Signals 166 and A-166, 900 feet west of Junction switch, Kester, govern movement from Pacific Electric tracks.

Signal 155 is an intermediate home signal located between North Hollywood and Kester, governing westward movement.

Signal 154 is an intermediate home signal located between Kester and North Hollywood, governing eastward movement.

Normal position of block signals at North Hollywood and Kester is "STOP".

Westward trains on Southern Pacific track will stop at Signal 147; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

Eastward trains on Southern Pacific track will stop at Signal 164; if switch indicator at Junction switch indicates "BLOCK CLEAR", switch may be set for movement from Southern Pacific track.

If switch indicator at Junction switch indicates "BLOCK OCCUPIED", wait ten (10) minutes and, if no train or engine is seen or heard approaching, the switch may then be set for movement from Southern Pacific track. After switch has been set for movement from Southern Pacific track and signal does not indicate "PROCEED", and the intermediate signal can be seen in "PROCEED" position and the intervening track is seen to be "CLEAR", proceed at once, with caution, not exceeding 10 miles per hour. If the intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

If signals on Pacific Electric track indicate "STOP", trains, after stopping, may proceed with caution, not exceeding 10 miles per hour if the next intermediate signal can be seen indicating "PROCEED" and the intervening track is seen to be "CLEAR". If intermediate signal is not in view or indicates "STOP", send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train reaches the intermediate signal.

Trains stopped by intermediate Signal 154 or 155 indicating "STOP", will send flagman ahead immediately, wait five (5) minutes, then proceed, keeping at least one-fourth mile behind flagman until train has passed and is clear of Junction switch.

Crossover between Southern Pacific and Pacific Electric main tracks is located twelve hundred (1200) feet west of North Hollywood Station. If switch indicator located at west switch of crossover indicates "BLOCK CLEAR", crossover switches may be set for movement to Pacific Electric track. If switch indicator indicates "BLOCK OCCUPIED", before either crossover switch is set for crossover movement, flag protection must be provided, in both directions, on Pacific Electric track.

Signal 145 governs movement from west end of house track, North Hollywood, to Pacific Electric main track. If switch indicator located at house track switch indicates "BLOCK CLEAR", switch may be set for movement to Pacific Electric main track. If switch indicator indicates "BLOCK OCCUPIED", flag protection must be provided, in both directions, on Pacific Electric track before switch is set for movement from house track to Pacific Electric main track.

To avoid delay to Pacific Electric trains, switches must be restored to proper position immediately after having been used.

### Joint Track over Bridge 540.11

Southern Pacific track on Bridge 540.11 over Santa Ana River, Riverside Branch, will be used as joint track by Southern Pacific and Pacific Electric trains.

Movement on joint track is controlled by manually operated "Light" signals.

All trains and engines must stop at the "Stop" boards located at the fouling point each end of joint track.

Intermediate signals are located midway between junction switches.

In the absence of "Light" in intermediate signal, it must be regarded as displaying its most restrictive indication.

Switches for operating "Light" signals are located in boxes at each end of joint track. Normal indication of "Light" signals is dark. Before entering joint track, member of crew will operate "Light" signal switch in cut-in box.

Green "Light", when obtained by operating "Light" signal switch, will be authority to proceed. If green or red "Light" is displayed in "Light" switch box and in home signal prior to operating switch "Light", or both green and red "Lights" appear when "Light" switch is operated, it indicates that joint track is occupied.

If "Light" signals fail to appear when "Light" switch operated, or both green and red "Lights" continue indication, restore "Light" switch immediately to original position. If opposing train does not appear, wait at least five minutes and proceed over joint track under protection of flagman.

Procedure for use of joint track must be followed separately for each movement.

After use of joint track, member of crew will operate "Light" signal switch in cut-out box to extinguish lights as soon as joint track is clear.

Normal position of switches at both ends of joint track is for Southern Pacific trains.

## INTERLOCKING

### RAYMER TOWER

Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7.30 p.m. to 11.30 p.m. daily except Sunday. Plant cannot be operated by member of crew.

### LOS ANGELES YARD

### BURBANK JUNCTION TOWER

To Mojave Subdivision or Los Angeles, one long.

To Hewitt, one long, four short.

To siding, five short.

To Industrial lead, one short, one long, one short.

### GLENDALE TOWER

To or from lead unit "A," five short.

### DAYTON AVENUE TOWER

To Glendale or East Bank Line, one long.

To River Station Tower or "C" unit, five short.

To Midway unit or freight lead, one long, one short, one long.

For movement against current of traffic, one long, four short.

### RIVER STATION TOWER

To Glendale or Naud Junction, one long.

To Mission Junction or Yard lead, five short.

To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.

To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.

To Mission Junction against current of traffic, four short, one long.

### MISSION TOWER

To LAUPT, one short, one long.

To Alhambra or Naud Junction, east or west on East Bank Line, one long.

To Roundhouse, one long, one short, one long, one short.

To River Station Tower or AO spur, five short.

To Brewery spur or Lacy Manufacturing Co., three long, one short.

To Coach yard, four short, one long.

To Wilson Packing Co. lead, one long, one short, one long.

To or from East Bank Line or Alhambra, one short, one long, two short.

To Alhambra Avenue Coach yard lead, two short, one long, one short.

To Naud Jct. from East Bank Line, two short, one long, two short.

Against current of traffic, one long, four short.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving verbal authority of Signal Operator or Signal Maintainer."

Signs bearing words "Clearing Section" located as follows:

200 ft. west of Signal Bridge No. 3 on the East Bank Line.

200 ft. west of signal on eastward passenger track from East Bank Line to L. A. U. P. T. via Alhambra Avenue.

200 ft. east of first signal east of U. P. Crossing on westward Alhambra Avenue main tracks.

200 ft. east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

### CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

### WILMINGTON (ANAHEIM BLVD.) TOWER

Governs crossing A. T. & S. F. Ry., M.P. 500.9 San Pedro Branch, also U. P. Ry. crossing M. P. 502.0 and A. T. & S. F. Ry. crossing M. P. 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones to call signal operator located at A. T. & S. F. and U. P. crossings. Call signal operator when using electric switch lock on Texas Oil Spur, Long Beach branch.

### LOS NIETOS TOWER

Signal operator on duty 2.30 p. m. to 6.30 p. m. and 7.30 p. m. to 11.30 p.m. daily except Sunday. Plant cannot be operated by member of crew.

### ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone. Rule 605 does not apply.

### EL MONTE TOWER

To or from siding, five short.

### CHINO BRANCH

### POMONA JUNCTION TOWER

To Packing House track, one long, four short.

### BLOOMINGTON TOWER

To or from siding, five short.

To house track or packing house spur, one long, one short, one long.

### COLTON TOWER

To No. 1 track, one long, four short.

To No. 2 track, one long, one short, one long.

To Riverside, one short, two long.

To Santa Fe interchange, five short.

### SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.

To house track, three long, one short.

To Pacific Electric track, one long, four short.

### ARAZ TOWER

Switches at Araz Junction are operated by signal operator.

If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.

Crossover switches at Araz will be thrown by signal operator.

### AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

### SAN PEDRO BRANCH

### NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

### SANTA ANA BRANCH

### SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

### CHINO BRANCH

### ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

### RIVERSIDE BRANCH

### HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

## STAFF SYSTEM

### COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

## MISCELLANEOUS

4. Helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class except trains via San Joaquin Division, Mojave Subdivision C and heavier class must be placed ahead of AC class.

(e) Helper engines on freight trains must be placed in rear through Tunnel 26.

(f) Engines with or without cars must not be cut off or coupled to a train and angle cocks must not be turned and hose separated while train is in motion.

(g) Where it can be avoided, engines backing must not be placed ahead of engines running forward.

4 (A). For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including caboose and engines.

8. At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

10. High water may be anticipated at Bridge 427-B, one-half mile west of Cavin, Santa Paula Branch. Approach this structure with caution, looking out for obstructions on track, and stopping if necessary to make an examination before passing.

Stop board west end of trestle 553.08 Greenspot. In case of high water, rain or indication of storm in mountains, do not pass over trestle until inspection has been made by trackmen.

Engines heavier than 200,000 pounds on drivers must not be used on any branch. Exceptions:

AC 1, 2, and 3 Class engines 4000 to 4049 inc., may be used on San Pedro and Pasadena Branches.

All classes except AC 6, 7, 8 and 9 may be used on Santa Paula Branch.

Engines heavier than M4 class must not be used on Laguna Branch.

**Engines heavier than C class must not be used on tracks at points listed below:**

| | |
|---|---|
| **Santa Barbara yard** | In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard. |
| **Summerland** | All, except main track and west end of oil track for a distance of 450 feet from clearance point. |
| **Ortega** | Spur off west end of siding. |
| **Carpinteria** | Spur, outfit, MOD spur east of road crossing. |
| **Seacliff** | House, 200 feet beyond clearance point, both ends. |
| **Ventura Jct.** | Siding and Associated Oil spur. |
| **Ventura** | Wholesale Grocery, Union Oil, Corral. |
| **Montalvo** | All except main track, siding and house. |
| **El Rio** | Spur. |
| **Oxnard** | No. 4, G & G spur west of packing shed. High lines A, C, S Yard. |
| **Leesdale** | Team beyond clearance point. |
| **Sucrosa** | Beet. |
| **Somis** | Corral and S. P. Mill beyond west end warehouse. |
| **Lagol** | Spur. |
| **Moorpark** | Corral, Standard, Union Oil spurs and S. P. Mill beyond west end warehouse. |
| **Strathearn** | Corral. |
| **Simi** | Warehouse. |
| **Santa Susana** | Tapo spur Mill, Corral, Oil spur. |
| **Chatsworth** | Storage, all tracks in old Chatsworth Park yard from a point 100 feet west of switch. |
| **San Pedro** | High line. |
| **Rudell** | Spur. |
| **Pomona** | Back team track west of Main St. Winery spur. |
| **Ontario** | Assets Corporation. |
| **Declezville** | Quarry tracks. |
| **Beaumont** | West end oil unloading track, Blinn Lumber spur. |
| **Rockwood** | All except main track. |
| **Brawley, El Centro, Calexico** | Icing tracks or leads. |
| **El Centro** | Old wye. |
| **Calexico** | Wye. |
| **Between Niland and Calexico** | Industry tracks. |
| **Between Indio and Yuma** | Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby. |
| **Mecca** | Water track beyond 100 feet east of crossing. |
| **Iris** | House track. |
| **Knob** | House track. |

AC engines may use Ojai Branch between Ventura Jct. and Main St. M. P. 398.00 including Hobson and water spurs.

## SPEED TABLE

| SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MINUTES SECONDS | SPEED PER HOUR | 1 MILE IN MIN. SEC. |
|---|---|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 24 | 2.30 | 37 | 1.37 | 50 | 1.12 | 63 | 0.57 |
| 8 | 7.30 | 25 | 2.24 | 38 | 1.34 | 51 | 1.10 | 64 | 0.56 |
| 10 | 6.00 | 26 | 2.18 | 39 | 1.33 | 52 | 1.09 | 65 | 0.55 |
| 12 | 5.00 | 27 | 2.13 | 40 | 1.30 | 53 | 1.08 | 67 | 0.54 |
| 15 | 4.00 | 28 | 2.08 | 41 | 1.27 | 54 | 1.06 | 68 | 0.53 |
| 16 | 3.45 | 29 | 2.04 | 42 | 1.25 | 55 | 1.05 | 69 | 0.52 |
| 17 | 3.31 | 30 | 2.00 | 43 | 1.23 | 56 | 1.04 | 70 | 0.51 |
| 18 | 3.20 | 31 | 1.56 | 44 | 1.21 | 57 | 1.03 | 72 | 0.50 |
| 19 | 3.09 | 32 | 1.52 | 45 | 1.20 | 58 | 1.02 | 74 | 0.49 |
| 20 | 3.00 | 33 | 1.49 | 46 | 1.18 | 59 | 1.01 | 75 | 0.48 |
| 21 | 2.51 | 34 | 1.45 | 47 | 1.16 | 60 | 1.00 | | |
| 22 | 2.43 | 35 | 1.42 | 48 | 1.15 | 61 | 0.59 | | |
| 23 | 2.36 | 36 | 1.40 | 49 | 1.13 | 62 | 0.58 | | |

**SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:**

| Page No. | TERRITORY | PASSENGER—STREAMLINED | CARS OTHER THAN STREAMLINED | | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | CARS with G S 1, 2, 3, MT, P. Cross Counter-balanced Engines | With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors | With M, T, 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9 Engines | With C-2 to 10, incl. C 18-29 incl. F 1, 3, 4, 5, 6 AC 4, 5, 6 AM 2 SP 1, 2, 3 Engines | With C 15, 17 TW MK 2, 4, 10 AC 1, 2, 3 Engines | Freight and Mixed Maximum | Engines Backing | Switch Engines S-SE Type | E, P, A, Mt. 1, 2, 3, 4, 5 G S | T 26, 32, 37, 40 | M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 | C 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6 AM 2 |
| 2, 3 | Santa Barbara and Burbank Jct. via Oxnard and Raymer as follows: | | | | | | | | | | | | |
| 2, 3 | M.P. 370.70-383.66 | 50 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 383.66-388.00 | 45 | 45 | 45 | 45 | 40 | 35 | 20 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 388.00-400.00 (except following four locations) | 65 | 60 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 389.83-390.03 | 60 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 390.84-391.23 | 45 | 40 | 40 | 40 | 40 | 30 | 25 | 20 | 30 | 30 | 30 | 30 |
| 2, 3 | M.P. 396.67-397.09 | 45 | 40 | 40 | 40 | 40 | 30 | 25 | 20 | 30 | 30 | 30 | 30 |
| 2, 3 | M.P. 397.09-398.20 | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | M.P. 400.00-418.00 (except following five locations) | 75 | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 402.10-402.36 | 55 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 403.27-403.88 | 50 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 405.27-405.74 | 55 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 407.22-408.08 | 40 | 40 | 40 | 40 | 40 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | M.P. 414.87-415.36 | 60 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 418.00-437.50 (except following two locations) | 65 | 60 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 429.49-429.84 | 55 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 431.80-432.20 | 60 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 437.50-440.90 | 60 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 440.90-444.39 | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 2, 3 | M.P. 444.39-462.38 (except | 75 | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| | over P. E. Crossing Raymer) | 60 | 60 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | M.P. 462.38-462.70 Eastward | 40 | 40 | 40 | 40 | 40 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |
| | M.P. 462.38-462.70 Westward | 35 | 35 | 35 | 35 | 35 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |
| 2, 3, 4 5, 6, 9 | Burbank Jct. and Yuma; Niland and Calexico; except as otherwise provided for | 50 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | Burbank Jct., Crossover east of tower | 35 | 35 | 35 | 35 | 35 | 25 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | Glendale tower and Eastward home signal Dayton Ave. tower | 40 | 40 | 40 | 40 | 40 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 7 | Eastward home signal Dayton Ave. tower and River Sta. tower | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | Through switches at M.P. 478.98 and at M.P. 480.60 | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | On third track Glendale tower and west lead "A" Yard | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 2, 3 | East Bank line, Dayton Ave. tower and East Bank Jct. | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3, 4 | East Bank line, on curve between East Bank Jct. and Mission tower | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 2, 3, 4 | Between East Bank Jct. and Taylor Jct. | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 4 | Alhambra, end of double track through turnout | | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 25 | 25 | 25 | 25 |
| 4 | M.P. 491.20-494.05 | | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4 | M.P. 494.05-495.30 | | 30 | 30 | 30 | 30 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 4 | Over Bridge 496.71 west of Bassett | | 40 | 40 | 40 | 40 | 35 | 30 | 20 | 30 | 30 | 30 | 30 |
| 4 | M.P. 495.30-505.10; 507.67-513.80 | | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4 | M.P. 513.80-514.80 | | 30 | 30 | 30 | 30 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |
| 4 | M.P. 514.80-519.70 | | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4 | M.P. 519.70-520.70 | | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 40 | 35 | 35 | 30 |
| 4 | M.P. 520.70-536.65 | | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| | Except over crossing Bloomington | | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4, 5 | M.P. 536.65-540.00 | | 30 | 30 | 30 | 30 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |
| 5 | M.P. 540-557 (Westward only) | | | | | | 25 | 25 | | | | | |
| 5 | M.P. 557-589.00 (descending grade) | | | | | | 20 | 20 | 20 | 35 | 35 | 35 | 30 |
| 5 | M.P. 546.3-562; 568-589 | | 40 | 40 | 40 | 40 | | | | | | | |
| 5 | M.P. 589.00-West switch Indio, except | | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 45 | 40 | 35 | 30 |
| 5 | M.P. 589.00 to 599.00 eastward freight and engines backing | | | | | | 25 | 25 | | | | | |
| 5 | Indio to Garnet (westward freight trains only) | | | | | | 40 | | | | | | |
| 5, 6 | Between outside switches Indio | | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6 | East switch Indio-M.P. 632.00; 634.96-684.00 | | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 45 | 40 | 35 | 30 |
| 6 | M.P. 694.50-713.00 | | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 45 | 40 | 35 | 30 |
| 6 | M.P. 713.00-723.00 | | 65 | 50 | 45 | 40 | 40 | 30 | 20 | 35 | 35 | 35 | 30 |
| 6 | Araz Jct. through all switches and through crossovers at Araz | | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6 | M.P. 727 and west switch Colorado | | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 45 | 40 | 35 | 30 |
| 6 | West switch Colorado and Yuma | | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 9 | Over Alamo Bridge 679.85 between Calipatria and Rockwood | | 30 | 30 | 30 | 30 | 30 | 30 | 20 | 30 | 30 | 30 | 30 |

## DERAILS IN MAIN TRACK

### TUSTIN BRANCH

Tustin—10 feet east of east switch.

### COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

### REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Crafton—400 feet from end of track, mile post 551.6.

**Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.**

### SANDIA BRANCH

**Calipatria—174 feet east of junction switch mile post 676.05.**

### WESTMORLAND BRANCH

**Calipatria—171 feet east of junction switch mile post 676.05.**

### OJAI BRANCH

**Ventura Jct.—250 feet east of junction switch.**

Ojai—6 feet west of initial switch.

# SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS IN MILES PER HOUR, WILL APPLY AS FOLLOWS:

| Page No. | TERRITORY | PASSENGER |  |  |  |  | FREIGHT |  |  | LIGHT ENGINES RUNNING FORWARD |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Maximum | With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S Engines and Motors | With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines | With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 AM 2 SP 1, 2, 3 Engines | With C 15, 17 TW MK 2, 4, 10 AC 1, 2, 3 Engines | Freight and Mixed Maximum | Engines Backing | Switch Engines S-SE Type | E, P, A, Mt. 1, 2, 3, 4, 5, G S | T 26, 32, 37, 40 | M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 | C 15, 17 TW, MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6 AM 2 |
| 9 | Laguna Branch | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 9 | Westmorland Branch | 25 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 9 | Calipatria and Sandia | 25 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 9 | Sandia and Holtville | 25 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 9 | Holtville and El Centro | 25 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 7 | Ojai Branch | 25 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 7 | Ojai Branch engines, backing on curves | 15 |  |  |  |  | 15 | 15 | 15 |  |  |  |  |
| 7 | M.P. 407 and 408 Ojai Branch | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 7 | Burbank Branch | 25 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 7 | Santa Paula Branch | 30 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 7 | M.P. 414.06 and 414.20, Santa Paula Branch | 30 |  |  |  |  | 18 | 18 | 18 |  |  |  |  |
| 7 | M P. 431.62 and 438.10, Santa Paula Branch | 25 |  |  |  |  | 18 | 15 | 15 |  |  |  |  |
| 7 | M.P. 439.05 and 439.41, Santa Paula Branch | 25 |  |  |  |  | 18 | 15 | 15 |  |  |  |  |
| 7 | M.P. 440.93 and 441.96, Santa Paula Branch | 25 |  |  |  |  | 18 | 15 | 15 |  |  |  |  |
| 7 | M.P. 444.20 and 444.84, Santa Paula Branch | 30 |  |  |  |  | 18 | 18 | 18 |  |  |  |  |
| 7 | Clement Jct. and Firestone Park | 30 |  |  |  |  | 30 | 30 | 20 |  |  |  |  |
| 7 | Home signals Nadeau interlocking plant | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 7 | Firestone Park and San Pedro | 40 |  |  |  |  | 30 | 30 | 20 |  |  |  |  |
| 7 | Wilmington (Anaheim Blvd.) and Fifth St., San Pedro | 15 |  |  |  |  | 15 | 15 | 15 |  |  |  |  |
| 8 | Long Beach Branch | 40 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 8 | Long Beach Branch, P. E. Crossing and Anaheim Blvd | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 7 | Opposite Station Building and crossover switches. End of D.T. Firestone Park | 15 |  |  |  |  | 15 | 15 | 15 |  |  |  |  |
| 8 | Home signals South Gate (Atlantic Blvd.) interlocking plant | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 8 | Firestone Park and Santa Ana | 40 |  |  |  |  | 30 | 30 | 20 |  |  |  |  |
| 8 | West Anaheim and 1 mile east of Anaheim | 15 |  |  |  |  | 15 | 15 | 15 |  |  |  |  |
| 8 | Santa Ana and Dyer | 30 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 8 | Whittier Branch | 30 |  |  |  |  | 30 | 20 | 20 |  |  |  |  |
| 8 | Whittier Branch over Telegraph Road | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 8 | Los Alamitos Branch | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 8 | Smeltzer Branch | 30 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 8 | Tustin Jct. and Tustin, except following: | 30 |  |  |  |  | 30 | 20 | 20 |  |  |  |  |
|  | Bridge 513-D | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
|  | M.P. 516.3 to 516.41; M.P. 517.73 to 518.25 | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
|  | M.P. 518.70 to 518.92; M.P. 519.23 to 519.86 | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
|  | M.P. 521.60 to 521.73 | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 8 | Pasadena Branch | 15 |  |  |  |  | 15 | 15 | 15 |  |  |  |  |
| 8 | Duarte Branch, except | 30 |  |  |  |  | 25 | 20 | 20 |  |  |  |  |
| 8 | Over Bridge 496.87 just east of Arcadia | 10 |  |  |  |  | 10 | 10 | 10 |  |  |  |  |
| 8 | Covina Branch | 30 |  |  |  |  | 25 | 25 | 20 |  |  |  |  |
| 9 | Chino Branch | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 8 | San Bernardino and Riverside Branches | 35 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 9 | Home signals Highgrove interlocking plant | 20 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 9 | Redlands Branch | 25 |  |  |  |  | 20 | 20 | 20 |  |  |  |  |
| 9 | Station and wye switch on Calexico line—Niland | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |

Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by trains 96, 97, 98 and 99.

Trains consisting of streamlined cars, when handled by other than GS-2 or GS-3 class engines, must not exceed speed prescribed for type of power used.

AC8 engines 4177 to 4204 inclusive, must not exceed 55 miles per hour handling train, or 30 miles per hour running light forward or backward.

Following engines have been cross counter-balanced for speed of 75 miles per hour with passenger streamlined cars only:

All GS-1, 2, 3, MT-1, 2, 3, 4, 5.

P-7, 8, 10, 12—2461, 2462, 2463, 2464, 2467, 2469, 2473, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2486, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines have been cross counter-balanced for speed of 55 miles per hour handling passenger trains:

F-1, 3, 4, 5—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5—4101, 4102, 4107, 4111, 4113, 4114, 4115, 4116, 4117, 4119, 4120, 4121, 4123, 4124, 4125.

Maximum speed authorized for passenger trains, other than streamlined trains, will apply to the C.M.W. and C.M.E., when those trains consist entirely of passenger equipment, or box cars with steel wheels, except maximum speed of 60 M.P.H. must not be exceeded.

Maximum speed authorized for passenger trains between Los Angeles and Yuma will apply to Arizona overnight mdse. trains (AON) when consists entirely of cars equipped with steel wheels, except as follows: 60 miles per hour must not be exceeded at any point; 35 miles per hour Beaumont to Garnet; 40 miles per hour Knob to Araz Jct.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Trains consisting of engine and caboose only must not exceed freight train speed.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed same as engine speed.

Do not exceed 10 miles per hour through turnouts and slip-switches and 15 miles per hour on sidings unless otherwise provided.

C class engines must not exceed 10 miles per hour on curves and 25 miles per hour on straight track running forward or 10 miles per hour on curves and 20 miles per hour on straight track running backward on Limoneria spur, Santa Paula Branch.

C class engines must not exceed 10 miles per hour on Tapo spur (Santa Susana).

Do not exceed 6 miles per hour entering Alameda St. from Finkelstein Foundry Co. spur located 600 feet east of Tweedy Boulevard, San Pedro Branch, crossing must be cleared as quickly as practicable.

## SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

| PAGE | BETWEEN | PSGR. m.p.h. | FRT. m.p.h. | Lgt. Eng. m.p.h. |
|---|---|---|---|---|
| 2, 3 | Santa Barbara over Street Crossings | 20 | 20 | 20 |
| 2, 3 | Ventura station and M. P. 397.09 | 25 | 20 | 20 |
| 7 | Santa Paula | 15 | 15 | 15 |
| 2, 3, 4 | Los Angeles; between 25th St., River Station Tower, Naud Jct. and easterly line of Main St. | 10 | 10 | 10 |
| 4 | Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard | 15 | 15 | 15 |
| 4 | El Monte | 30 | 25 | 25 |
| 4 | Pomona, 2640 feet each side of station | 30 | 30 | 30 |
| 4, 5 | Colton | 30 | 30 | 30 |
| 8 | Pasadena, Hope Street crossing M. P. 490.4 | 6 | 6 | 6 |
| 8 | Pasadena, California Street crossing M. P. 491.8 | 5 | 5 | 5 |
| 8 | La Verne, 7958 feet west and 3336 feet east of station | 40 | 25 | 25 |
| 8 | Covina Branch Pomona Jct. switch and 1161 feet west | 15 | 15 | 15 |
| 9 | Redlands, 2nd St., all street crossings | 10 | 10 | 10 |
| 8 | San Bernardino, across Second, Rialto and Mill Streets | 20 | 20 | 20 |
| 9 | El Centro, Main Street crossing | 20 | 20 | 20 |
| 9 | Calipatria, Main Street | 12 | 12 | 12 |
| 7 | Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet | 20 | 20 | 20 |
| 7 | Compton over Orange and Olive Sts | 20 | 20 | 20 |
| 7 | Compton over Main Street | 8 | 8 | 8 |
| 8 | Santa Ana, 3208 feet west and 2132 feet east Station | 12 | 12 | 12 |

Maximum operating speeds for S P class engine when inside main rod has been removed:

| | |
|---|---|
| Running under own steam | 30 M.P.H. |
| Being towed in train | 30 M.P.H. |

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles per hour.

Engine with engine truck removed, running under own steam or hauled in train must not exceed 20 miles per hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains. Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains carrying cabooses equipped with cast iron wheels must not exceed 40 miles per hour.

### SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

| PAGE | TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC. | M.P.H. |
|---|---|---|
| | Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: | |
| 2-3-4 | On tangent main tracks........ | 35 |
| | except SPMW 4044........ | 25 |
| 5-6 | On tangent branch tracks........ | 25 |
| All | On all curves.....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards. | |
| | Trains handling locmotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): | |
| 2-3-4 | On tangent main tracks........ | 20 |
| All | On curves and on branch tracks........ | 15 |
| | Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): | |
| 2-3-4 | On tangent main tracks........ | 25 |
| All | On curves and on branch tracks........ | 15 |
| All | Trains handling steel pile-drivers may make maximum freight train speed. | |
| | Trains handling relief outfit with steam derrick: | |
| 2-3-4 | On tangent main tracks........ | 35 |
| 5-6 | On tangent branch tracks........ | 25 |
| All | On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. | |

**20.** Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.

Pennsylvania Ry. refrigerator cars must not be handled coupled together in freight trains.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be located on rear of train.

**23.** Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

**29.** Movements over Union Pacific tracks within Los Angeles Terminal area are governed by Union Pacific rules, time tables, special instructions, and bulletins.

### LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

**Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.**

**Bulletins may be issued from time to time referring to impaired clearances not listed below.**

| Mile Post | BETWEEN | HEIGHT | DESCRIPTION |
|---|---|---|---|
| 441.2 | Hasson and Chatsworth....... | 20 ft. 2 in..... | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth....... | 20 ft. 6 in..... | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth....... | 20 ft. 6¾ in... | Tunnel No. 28. |
| 423.0 | Sespe and Fillmore........... | 21 ft. 4 in..... | Sespe Creek. |
| 432.2 | Piru and Camulos............ | 21 ft. 4 in..... | Piru Creek. |
| 481.7 | Taylor—River Sta. Tower..... | 21 ft. 6 in..... | Footbridge. |
| 547.3 | Motor Jct.-Redlands 2d St..... | 19 ft. 6 in..... | Mill Creek. |

**Los Angeles Yard:** **Impaired:**

P. E. inbound local track, Brooklyn Ave. bridge, Macy Street......Overhead
Califelt Co., eaves, Aurant........Side
Western Concrete Co., wall, Aurant........Side
Herberger Pickle Co., wall, Aurant........Side
Ventura Spur (Texaco Spur), Aurant platform........Side
Davies Spur, fire escape, Vernon Edler Building...........Side and Overhead
F. Arbogast Bldg., Commercial and Market........Side
L. A. Warehouse, gate, Commercial and Market........Side
J F. Holbrook, gate, 310 Market St........Side
Roberts, Otter & Nelson Bldg., 316 Market St., platform........Side
Pacific Pipe Supply Co., platform, 1002 Santa Fe........Side
Oro Grande Co., platform, 743 Wilson St........Side
International Harvester Co. Bldg., 734 Atlantic St........Side
Bekins Storage Co., building, 4th and Alameda........Side
Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave..Overhead
Paraffine Co., spur, wall, Main and Augusta Sts........Side
Peck & Hill spur, shed roof, N. Spring and Alpine........Side
Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard........Side and Overhead
"B" Freight Shed, platform, N. Spring........Side
L. A. Junk Co. Spur, Roundout St. platform........Side
Sand Blast Shed (door), L. A. Shops........Side and Overhead
District Store Office Platform, L. A. Shop........Side
Sand Houses, Fire Brick Sheds, L. A. Shops........Side
L. A. Brewery Building, L. A. Shops, 1920 N. Main........Side
Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5 6, 7, and 15) River Station........Overhead and Side
Building (River Station), Standard Oil track........Side
Scale House (River Station), Lower Track 15........Side
Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring........Side
Fence (along track 16), 4th and 6th Alameda........Side
Lacy Mfg. Co., Crane Post on their spur Inside Yard.......Overhead and Side
L. A. Warehouse, Commercial and Alameda........Side and Overhead
Lead to L. A. Warehouse, Market and Alameda........Side
Union Hdw. & Metal Co., First and Alameda........Side and Overhead
L. A. Ice & Cold Storage Co., Fourth Street plant........Side and Overhead
Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles........Side
Oil Well Supply Co., Steps, Crane and Gate, Alameda at Naud Jct.......Side
Griffin Wheel Co., Concrete platforms, Vernon........Side

**Santa Barbara:**
Palmer Gavit private car shed........Overhead

**Ventura**—Platform Coast Wholesale Co........Side
**Summerland**—Loading racks Seaside Oil Co........Side
**Saticoy**—Saticoy Rock Co. loading chute........Overhead and Side
**Santa Paula**—Corner of Blanchards Packing House........Side
**Santa Paula**—Pump house, siding........Side
**Santa Paula**—Santa Paula Rock Co., Wilshire spur......Side and Overhead
**Santa Paula**—Santa Paula Rock Co. loading chute.......Side and Overhead
**West Glendale**—Inner Tube Factory........Side
**Glendale**—L. A. Basket Co. bldg........Side
**Glendale**—Tropico Potteries Bldg. and retaining wall........Side
**Canoga Park**—Stock chutes........Side
**Van Nuys**—Fence at Hammond Lumber Company spur........Side
**Oxnard**—American Beet Sugar Co.:
Track 15 beet dump........Side
Track 7, power house and scale house........Side

**Alhambra:**
Braun Iron Works........Overhead
Braun Co. inside fence........Side
Huntington Land Co. spur, fence alongside track........Side
High line west of station, guy wire on P. E. trolley pole........Side

**Pasadena:**
Freight house platform........Side

**Monrovia:**
East of Canon Street, one telephone pole........Side
Day and Night Water Heater Co., spur, platform and roof........Side

**Rudell Spur**—Pipe........Overhead
**El Monte**—Ross Construction Co. spur, platform and material piles....Side
**Crushton**—Switch stand on derail No. 3 between P. E. and S. P. tracks..Side
**Azusa Ave.**—Golden Orange Growers Packing House platform........Side

**Pomona:**
Stine Transfer Company........Side
Pomona Box Co........Side

**Narod:**
West Ontario Citrus Association, East and West........Side

**Ontario:**
Hickey Warehouse Co........Side
Exchange Orange Products Co., both tracks........Side and Overhead
Exchange Orange Products Co., track 3........Side

**Chino:**
Water tank (sugar factory)........Side
Sugar tracks No. 4 and No. 5........Side

**South Fontana**—Hog Farm No. 1 and No. 2........Side

**Colton:**
All loading tracks Cement Plant........Side
P. F. E. Track No. 6........Overhead and Side
Roundhouse........Side
Colton sand spur........Overhead

**San Bernardino:**
Southern Pacific Grain Co........Side
I. S. Chapman & Co........Side
P. E. Poles, San Bernardino........Side

**Highgrove:**
Stock corral........Side
Station platform........Side

**Riverside:**
Wilson & Company........Side
Riverside Foundry........Side
Union Oil Company........Side
M. J. Johnson & Co., wholesale grocers........Side
Albers Packing House........Side

**Redlands, 2nd St.:**
Auto loading platform........Side
Lyons & Sons Packing House........Side

**Banning:**
Canning Co. spur........Side
Unloading ramp near San Gorgonio Ave........Side

**Mecca**—Water track........Side

**Brawley:**
Shed 28........Side
Hammond Lumber Company spur........Side
Loading chute corral........Side

**Calexico:**
Mt. Signal Produce Shed Track 4........Side

**Compton**—Shed in Union Rock Co. plant........Side and Overhead
(Do not switch cars beyond this point)

**Wilmington** (Anaheim Blvd.)—Advance Truck Co. Spur, Side and Overhead
(Do not use beyond gate)

**San Pedro:**
Drawbridge........Side and Overhead
S. P. Slip platform........Side
S. P. High wharf 10th Street........Side
E. K. Wood Lumber Co., fire house........Side
E. K. Wood Lumber Co., drinking fountain........Side
Consolidated Lumber Co., platforms tracks 6 and 7........Side

**Long Beach**—P. E. trolley wires across tracks at 6th and 7th Sts...Overhead

**Whittier:**
U. P. Ry. trestle west end Citrus Assn. house........Side

**Norwalk**—Stock chute and Greenings warehouse........Side
**Buena Park**—American Fruit Growers house, also low switch stands.....Side

**Anaheim:**
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles..Side
Lemon and Orange Growers house........Side

**Los Alamitos:**
Los Alamitos Sugar Co.. power house........Side

**Santa Ana:**
Oil pipe at round house........Side
Railing and portion of building off Santa Fe Wye........Side
California Packing House........Side
Pipe at Chapmans Cement House........Side

**Dyer:**
Holly Sugar Co.—Scale house........Overhead and Side
Tin warehouse........Side
Brick sugar house........Side
Electrical shop and rock pile........Side
Glass Factory, gates........Side

When in use, apron on beet dump and beet loading conveyor at stations named below will not clear a car of greater height than a beet rack:

Sucrosa
Leesdale
Northridge
Elftman
Wintersburg
El Monte
Chino
Brawley
El Centro
Curlew
Rico

Open deck trestle at M.P. 462.44, 90 feet west of east switch of joint track North Hollywood; 90 feet east of east switch at east end of joint track near Kester; M.P. 540.11 Santa Ana River Bridge Riverside Branch; Lytle Creek Bridge San Bernardino Branch 541-C.

Open pit under and alongside track on Consolidated Rock Company Spurs at Wilmington (Anaheim Blvd.) and Whittier.

Pacific Electric trolley poles on San Bernardino Branch between M.P. 539.30 and M.P. 542.04, on Riverside Branch between M.P. 539.43 and M.P. 541.36, and on Covina Branch between Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, track 6.

Following water tanks are not standard clearance: Santa Paula, Piru, Pomona, Chino (sugar factory), Guasti, El Casco, Garnet, Palm Springs, West Anaheim.

Following water columns are not standard clearance: Moorpark, Palm Springs.

# RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Los Angeles to Ontario | Alhambra to Puente, Ontario to Colton | Colton to Los Angeles | Bloomington to Savanna, Stoneman to Alhambra | Colton to Indio | Indio to Colton | Indio to Yuma | Yuma to Indio | Indio and Niland Amos and Knob | Niland and Araz Jct. via Inter-California Railway Line | Los Angeles to Saugus | Saugus to Los Angeles | Los Angeles and Santa Barbara via Oxnard | SAN PEDRO BRANCH | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | San Pedro to 47th St. | 47th St. to L. A. Yard via Butte St. & E. Bank Line |
| M—4 | M—63 20/28 126, 135-S | 1617 to 1713 | 190 | 1600 | 3450 | 1850 | 3350 | 940 | 900 | 2250 | 2100 | 3300 | 2900 | 730 | 820 | 1700 | 3400 | 2500 |
| M—6, 8 | M—63 21/28 150-S,159-S | 1720 to 1803, 1823 to 1825 | 200 | 2000 | 4250 | 2300 | 4150 | 1200 | 1150 | 2800 | 2600 | 4050 | 3600 | 930 | 1000 | 2150 | 4000 | 2900 |
| M—9, 11 | M—63 21/28 150-S,153-S | 1804 to 1822, 1826 to 1831 | 210 | 2100 | 4500 | 2450 | 4300 | 1250 | 1200 | 2900 | 2750 | 4300 | 3800 | 990 | 1100 | 2250 | 4200 | 3000 |
| P—1,3,5 | P—77 22/28 141-S | 2400 to 2452 | 210 | 1800 | 4200 | 2100 | 4050 | 1000 | 1000 | 2550 | 2350 | 3750 | 3350 | 800 | 890 | 1950 | 3800 | 2700 |
| P—4 | P—77 23/28 155-B, 58-SF | 2401, 2402, 2409, 2410,<br>2414, 2419, 2420, 2422,<br>2424, 2436 | 210 | 2050 | 4600 | 2400 | 4350 | 1150 | 1100 | 3050 | 2850 | 4300 | 3800 | 900 | 1000 | 2250 | 4150 | 2950 |
| P—6 | P—77 25/28 172-S | 2453 to 2458 | 200 | 2250 | 5200 | 2600 | 5100 | 1300 | 1250 | 3200 | 2950 | 4650 | 4150 | 1000 | 1150 | 2500 | 4650 | 3350 |
| P—7 | P—73 25/28 171-S | 2476, 2477 | 200 | 2400 | 5450 | 2800 | 5400 | 1400 | 1300 | 3400 | 3150 | 4950 | 4400 | 1100 | 1250 | 2650 | 4900 | 3500 |
| P—10 | P—73 25/30 181-SF | 2478 to 2483 | 200 | 2500 | 5600 | 3000 | 5450 | 1450 | 1400 | 3600 | 3300 | 5200 | 4650 | 1100 | 1250 | 2750 | 5250 | 3750 |
| P—10 | P—73 25/30 183-B, 63-SF | 2484 to 2491 | 200 | 2600 | 5600 | 3100 | 5750 | 1450 | 1400 | 3900 | 3600 | 5400 | 4850 | 1100 | 1250 | 2850 | 5250 | 3750 |
| P—12 | P—73 27/28 189-SF | 3120 to 3129 | 190 | 2600 | 6050 | 3050 | 5450 | 1550 | 1500 | 3700 | 3450 | 5450 | 4850 | 1200 | 1350 | 2950 | 5450 | 3900 |
| P—12 | P—73 26/28 189-SF | | 205 | | | | | | | | | | | | | | | |
| C—9, 10 | C—57 22/30 200-SF | 2513 to 2599, 2750, | 210 | 2550 | 5300 | 2950 | 5200 | 1550 | 1500 | 3600 | 3300 | 5200 | 4600 | 1200 | 1300 | 2700 | 5500 | 3900 |
| C—9, 10 | C—57 22/30 194-S | 2752 to 2860 | | | | | | | | | | | | | | | | |
| C—8 | C—57 22/30 192-S | 2698 to 2749, 2751 | | | | | | | | | | | | | | | | |
| C—5 | C—57 22/30 185-S,187-S | 2624 to 2693 | | | | | | | | | | | | | | | | |
| T—28,31 | T—63 22/28 162-S | 2311 to 2362 | 210 | 2300 | 4850 | 2700 | 4700 | 1350 | 1250 | 3250 | 3000 | 4700 | 4150 | 1050 | 1200 | 2450 | 4650 | 3300 |
| Mk—7, 8, 9 | Mk—63 29/30 247-S,257-SF | 3300 to 3324 | 176 | 3550 | 7450 | 4100 | 7200 | 2100 | 2050 | 4950 | 4550 | 7200 | 6350 | 1650 | 1850 | 3750 | .... | .... |
| Mk—7, 8, 9 | Mk—63 27/30 247-S,257-SF | | 205 | | | | | | | | | | | | | | | |
| F—1 | F—63 27½/32 273-S,282-SF | 3611 to 3652 | 200 | 3750 | 7750 | 4350 | 7600 | 2300 | 2250 | 5250 | 4850 | 7600 | 6700 | 1750 | 1950 | 3950 | .... | .... |
| F—3 | F—63 29½/32 297-S<br>300-SF | 3653 to 3667 | 200 | 4250 | 8400 | 4950 | 7800 | 2700 | 2600 | 6000 | 5500 | 10000 | 7600 | 2000 | 2200 | 4500 | .... | .... |
| F—4, 5 | F—63 29½/32 306-B, 61-SF | 3668 to 3763, 3769 | 200 | 4500 | 8850 | 5350 | 8000 | 2700 | 2600 | 6600 | 6050 | 11000 | 8000 | 2100 | 2300 | 4800 | .... | .... |
| F—5 | F—63 29½/32 306-B, 62-SF | 3764 to 3768 | | | | | | | | | | | | | | | | |
| Mt—1,3,4,5 | Mt—73 28/30 246-B, 60-SF | 4300 to 4376 | 210 | 3500 | 7450 | 4100 | 7250 | 2050 | 2000 | 5250 | 4850 | 8800 | 6500 | 1550 | 1750 | 3850 | .... | .... |
| GS—1 | GS—73 27/30 262-B,104-SF | 4400 to 4409 | 250 | 3700 | 8000 | 4450 | 7400 | 2250 | 2200 | 5500 | 5100 | 9200 | 6900 | 1600 | 1800 | 3950 | .... | .... |
| GS—2 | GS—73 27/30 266-B,104-SF | 4410 to 4415 | | | | | | | | | | | | | | | | |
| GS—3 | GS—80 26/32 267-B,109-SF | 4416 to 4429 | 280 | 3800 | 8250 | 4450 | 7600 | 2250 | 2200 | 5650 | 5250 | 9500 | 7100 | 1650 | 1850 | 4100 | .... | .... |
| SP—1 | SP—63 $\frac{25}{28-32}$ 316-B, 60-SF | 5000 to 5015 | 225 | 5200 | 10500 | 6200 | 9000 | 3000 | 2900 | 7400 | 6950 | 11900 | 9000 | 2450 | 2700 | 5500 | .... | .... |
| SP—2, 3 | SP—63 $\frac{25}{28-32}$ 317-B, 61-SF | 5016 to 5048 | | | | | | | | | | | | | | | | |
| AC—1,2,3 | AC—57 $\frac{22-22}{30}$ 441-SF | 4000 to 4048 | 210 | 4800 | 9950 | 5550 | 9750 | 3150 | 3050 | 6700 | 6200 | 11900 | 8600 | 2250 | 2450 | 5050 | 10950 | 8000 |
| AC—4 | AC—63 $\frac{24-24}{32}$ 475-SF | 4100 to 4125 | 235 | 6750 | 13900 | 7800 | 13150 | 4000 | 3850 | 9450 | 8700 | 16500 | 12000 | 3200 | 3500 | 6900 | .... | .... |
| AC—5 | AC—63 $\frac{24-24}{32}$ 483-SF | | | | | | | | | | | | | | | | | |
| | Allowance for Empty and Underloaded Cars | Less than 40 Ms | | 3 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 3 | 3 | 6 | | |
| | | 40 Ms to 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 3 | | |
| | | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

### MILEAGE

#### Main Lines

| | | | | |
|---|---|---|---|---|
| Saugus to Yuma | S. P. R. R. | | 281.35 | |
| Santa Barbara to Burbank | S. P. R. R. | | 93.45 | |
| Inter-California Ry | I. C. Ry | Niland to Calexico | 41.70 | |
| | | Cantu to Araz Jct | 2.71 | |
| Total Main Lines | | | | 419.21 |

#### Branches

| | | | | |
|---|---|---|---|---|
| Burbank | S. P. R. R. | Burbank to Chatsworth Junction | 20.74 | |
| Chino | S. P. R. R. | Pomona to Ontario | 9.86 | |
| Covina | S. P. R. R. | Bassett to Pomona | 17.40 | |
| Declezville | S. P. R. R. | South Fontana to Declezville | 1.65 | |
| Duarte | S. P. R. R. | Alhambra to Duarte | 13.27 | |
| Laguna | S. P. R. R. | Colorado to Potholes | 12.28 | |
| Long Beach | S. P. R. R. | Wilmington (Anaheim Blvd.) to Long Beach | 2.31 | |
| Los Alamitos | S. P. R. R. | West Anaheim to Los Alamitos | 9.74 | |
| Smeltzer | S. P. R. R. | Stanton Jct. to Wiebling | 7.78 | |
| Ojai | S. P. R. R. | Ventura Jct. to Ojai | 15.16 | |
| Pasadena | S. P. R. R. | Alhambra to Pasadena | 4.75 | |
| Redlands | S. P. R. R. | Bryn Mawr to Greenspot | 8.94 | |
| San Bernardino & Riverside | S. P. R. R. | San Bernardino to Riverside | 11.89 | |
| Sandia | I. C. Ry. | Calipatria to Near Holtville 27.46 | | |
| | H. I. Ry. | Near Holtville to El Centro 9.73 | 37.19 | |
| San Pedro | S. P. R. R. | Los Angeles to San Pedro 26.83 | | |
| | L.A.&S.L.R.R. | At Los Angeles 7.30 | | |
| | P. E. Ry. | At San Pedro .03 | 34.16 | |
| Santa Ana | S. P. R. R. | Firestone Park to Dyer | 31.03 | |
| Santa Paula | S. P. R. R. | Montalvo to Saugus | 45.42 | |
| Tustin | S. P. R. R. | Tustin Junction to Tustin | 10.65 | |
| Westmorland | I. C. Ry. | Calipatria to Westmorland | 12.79 | |
| Whittier | S. P. R. R. | Studebaker to Whittier | 5.91 | |
| Total Branches | | | | 312.92 |
| Total Los Angeles Division | | | | 732.13 |

### TRAINMASTERS

E. J. KELLUM..............Los Angeles Yard
T. W. CARDWELL...........Los Angeles Yard
H. W. MAXWELL..............................Indio

### TERMINAL TRAINMASTER

M. A. NUGENT............Los Angeles Yard

### ASSISTANT TRAINMASTER

F. E. KALBAUGH.......................Calexico

### CHIEF TRAIN DISPATCHER

J. A. DAY..............................Los Angeles

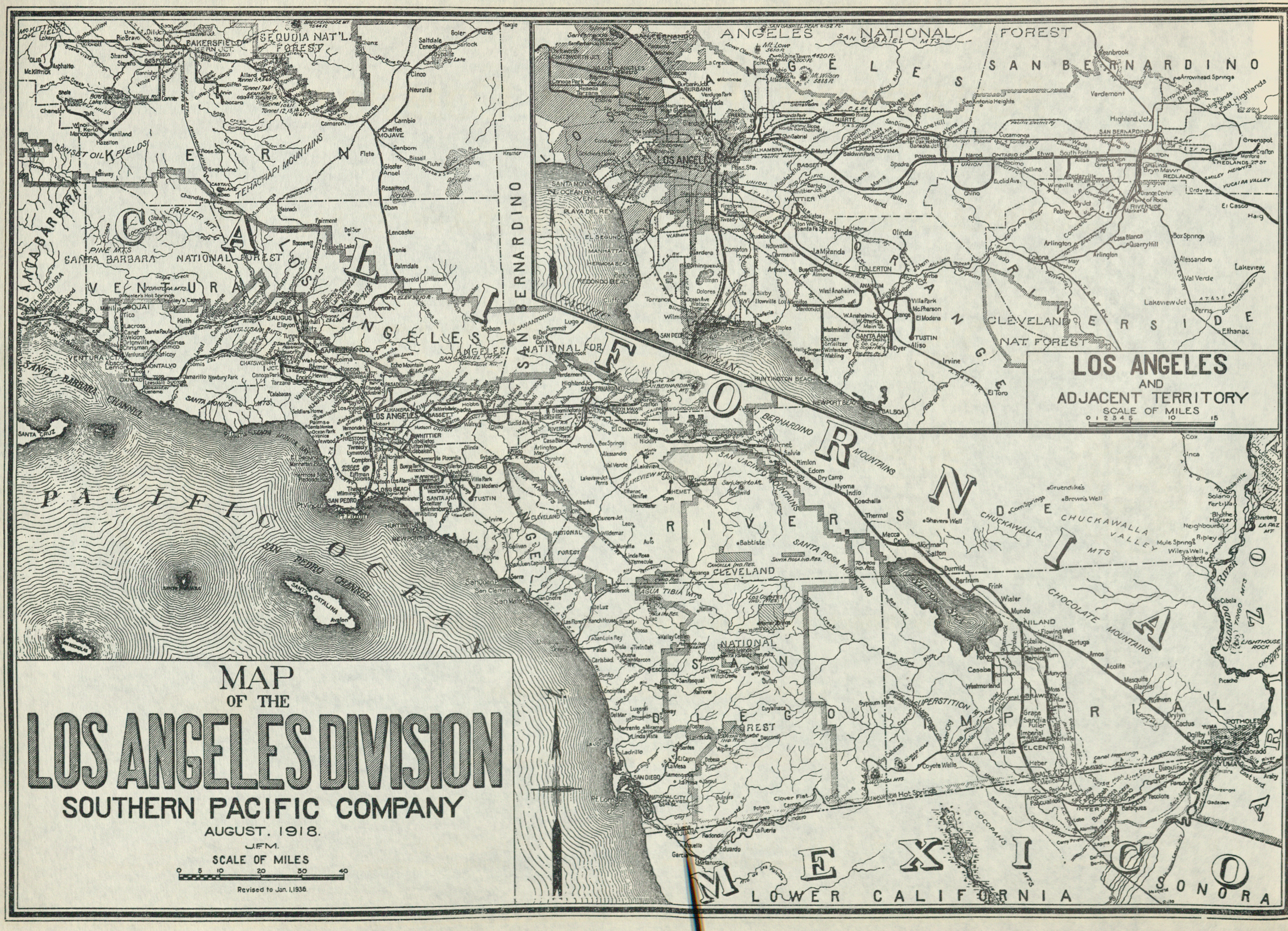
### ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS...............Los Angeles
H. W. WALTERS..............Los Angeles

### ROAD FOREMAN OF ENGINES

FRANK La FOND.............Los Angeles

B. W. MITCHELL,
Assistant Superintendent.



LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
ANGELES NATIONAL FOREST
SAN GABRIEL MTS
SAN BERNARDINO
ORANGE
RIVERSIDE
CLEVELAND NAT. FOREST
CALIFORNIA
KERN
SEQUOIA NAT'L. FOREST
TEHACHAPI MOUNTAINS
SANTA BARBARA
SANTA BARBARA NATIONAL FOREST
VENTURA
LOS ANGELES
ANGELES NATIONAL FOR
SAN BERNARDINO
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
RIVERSIDE
CHUCKAWALLA VALLEY
CHUCKAWALLA MTS
CHOCOLATE MOUNTAINS
IMPERIAL
SAN DIEGO
CLEVELAND NATIONAL FOREST
SALTON SEA
SUPERSTITION MTS
COLORADO RIVER
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA CATALINA
SANTA CRUZ
SAN NICOLAS
BAKERSFIELD
MOJAVE
LANCASTER
PALMDALE
SAUGUS
VENTURA
OXNARD
SANTA MONICA
PASADENA
LOS ANGELES
WHITTIER
LONG BEACH
SAN PEDRO
SANTA ANA
COLTON
REDLANDS
RIVERSIDE
INDIO
MECCA
NILAND
BRAWLEY
IMPERIAL
EL CENTRO
CALEXICO
YUMA
SAN DIEGO
TIJUANA

# MAP
## OF THE
# LOS ANGELES DIVISION
## SOUTHERN PACIFIC COMPANY

AUGUST. 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1938.